Town of Gilbert

Standard Details

Standard Details Index

Standard Details Index

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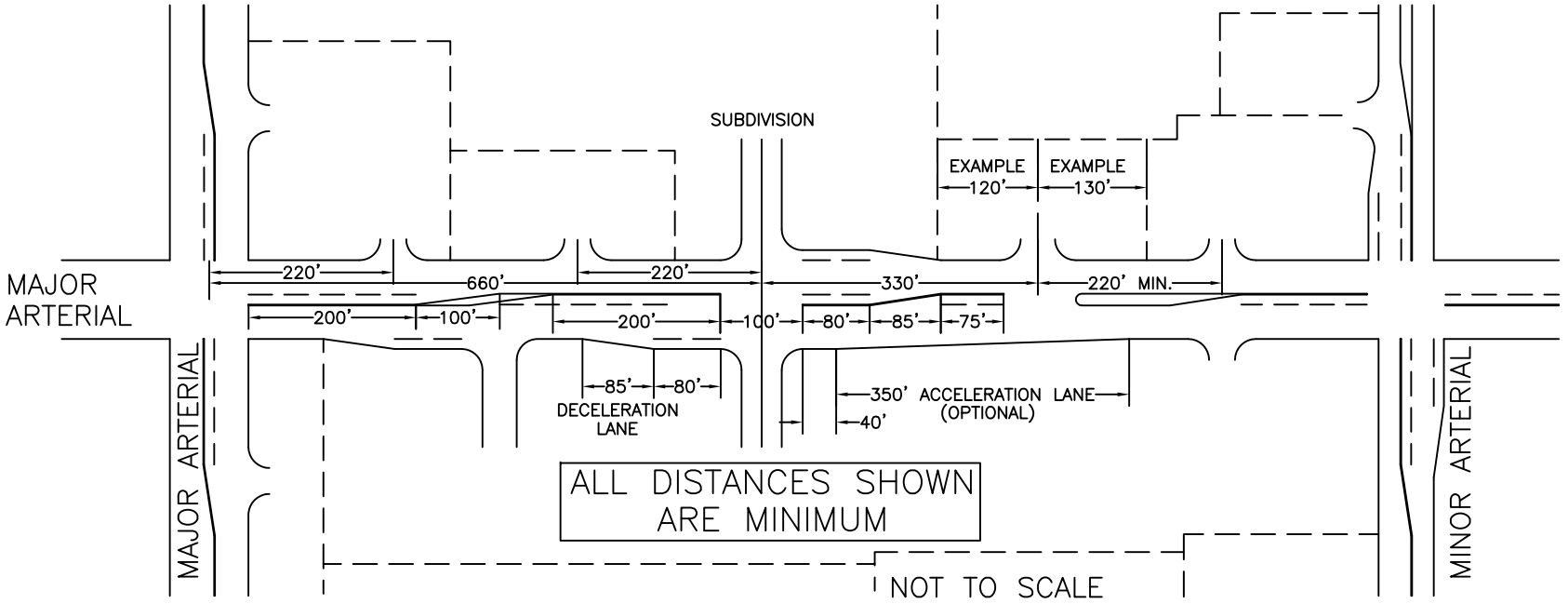


1. MINIMUM SPACING BETWEEN ACCESS POINTS WILL BE 220' C/L TO C/L. 330' IS PREFERABLE.

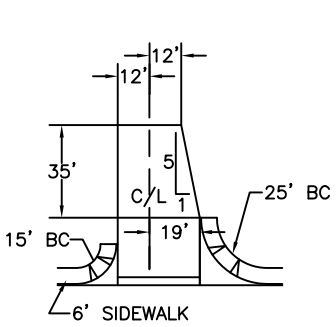
2. ONE OR MORE PLANNED ADJOINING PROPERTIES WITH LESS THAN 220' FRONTAGE SHOULD HAVE ONE SHARED ACCESS POINT BETWEEN PROPERTIES.

3. IF EXISTING CONDITIONS MAKE 220' SPACING IMPOSSIBLE, 165' MAY BE ACCEPTED IN **SPECIAL CASES ONLY.**

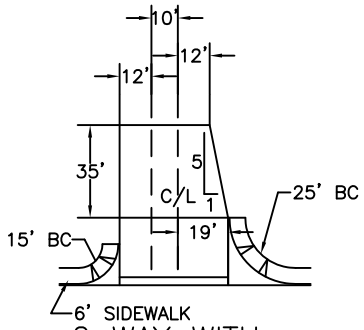
4. PROPERTIES WITH GREATER THAN 330' FRONTAGE WILL BE REQUIRED TO HAVE A TRAFFIC STUDY DONE TO DETERMINE IF DECELERATION LANES ARE WARRANTED. VEHICLE STACKING WILL BE DETERMINED BY THE TRAFFIC STUDY. PROPERTIES WITH LESS THAN 330' FRONTAGE WILL BE HANDLED ON AN INDIVIDUAL BASIS.

5. PROPERTIES WITH GREATER THAN 1100' FRONTAGE MAY BE REQUIRED TO HAVE AN OPTIONAL ACCELERATION LANE.

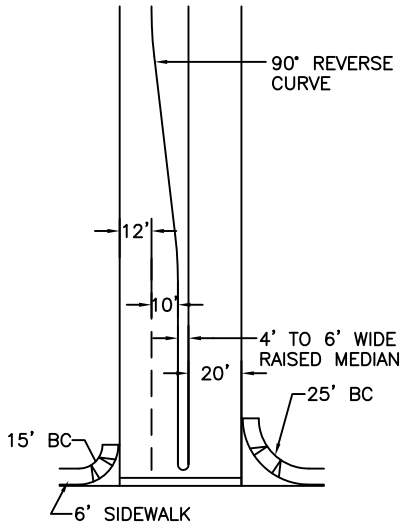
6. MINIMUM SPACING OF ACCESS POINTS FROM INTERSECTION SHOULD BE 220', C/L TO C/L OR BE PLACED AT END OF PROPERTY FARTHEST FROM INTERSECTION. NO SHARED MEDIAN BREAK WITHIN 660' OF A MAJOR INTERSECTION, C/L TO C/L. ELSEWHERE, MEDIAN CUTS MAY BE PLACED AT A MINIMUM OF 330', BUT ARE TO BE HELD TO AN ABSOLUTE MAXIMUM OF EIGHT CUTS PER MILE.



2 WAY

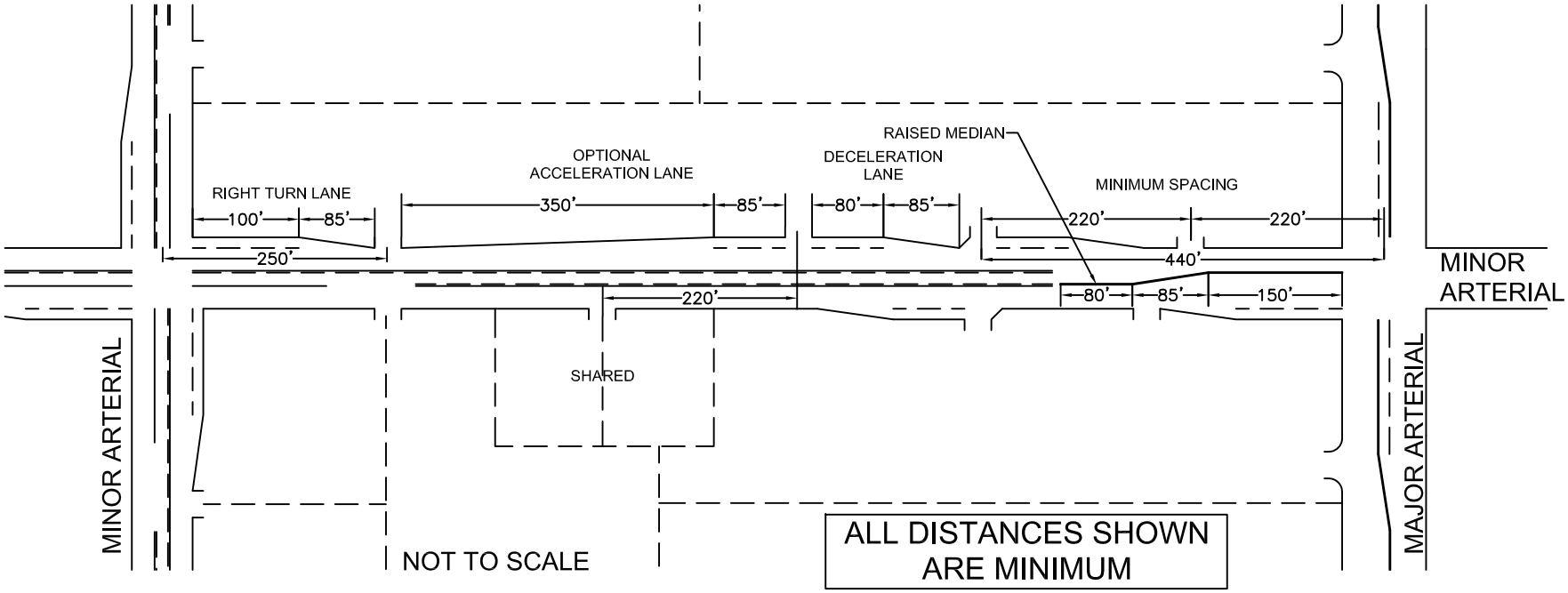


2 WAY WITH
2 EGRESS LANES



2 WAY—RAISED MEDIAN

DETAIL NO.	TOWN OF GILBERT STANDARD DETAIL	ACCESS POINTS ON MAJOR ARTERIALS	REVISED 8/25/2008	DETAIL NO.
1				1



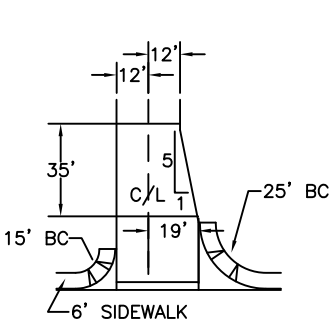
1. MINIMUM SPACING BETWEEN ACCESS POINTS WILL BE 220' C/L TO C/L. IF EXISTING CONDITIONS MAKE 220' SPACING IMPOSSIBLE, 165' MAY BE ACCEPTED IN SPECIAL CASES. SHARED ACCESS POINTS MAY BE REQUIRED IN SUCH CASES.

2. PROPERTIES WITH GREATER THAN 330' FRONTAGE SHALL BE REQUIRED TO HAVE A TRAFFIC STUDY DONE TO DETERMINE IF DECELERATION LANES ARE WARRANTED. STACKING WILL BE DETERMINED BY TRAFFIC STUDY. PROPERTIES WITH GREATER THAN 1100' FRONTAGE MAY BE REQUIRED TO HAVE AN OPTIONAL ACCELERATION LANE.

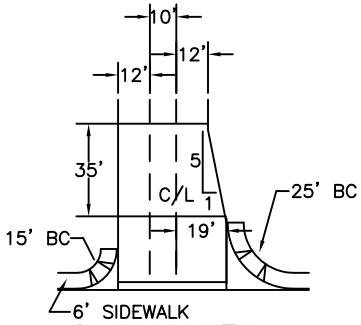
3. MINOR ARTERIALS INTERSECTION MAJOR ARTERIALS SHALL HAVE A RAISED MEDIAN LEFT TURN AND AN AUXILLIARY RIGHT TURN LANE

4. THERE WILL BE NO ACCESS POINTS WITH 220' C/L TO C/L OF AN INTERSECTION WITH A MAJOR ARTERIAL OR 250' OF ANY OTHER ROADWAY UNLESS A PROTECTIVE RAISED MEDIAN IS PROVIDED, IN WHICH CASE THE DISTANCE MY BE 220'

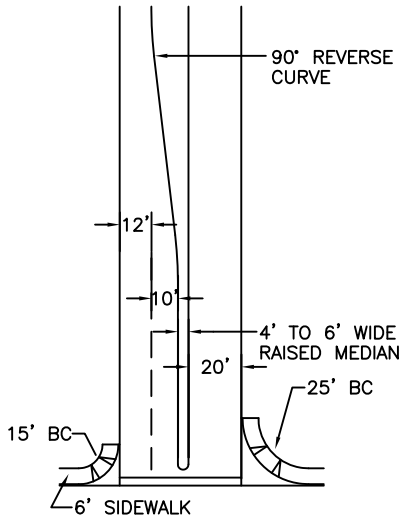
5. OPPOSING ACCESS POINTS SHALL EITHER BE ALIGNED OR OFFSET BY 220' TO AVOID TURNING MOVEMENT CONFLICTS. IF EXISTING CONDITIONS MAKE EITHER OF THE TWO OPTIONS IMPOSSIBLE, THE ACCESS POINTS MAY BE CENTERED BETWEEN THE EXISTING ACCESS POINTS.



2 WAY

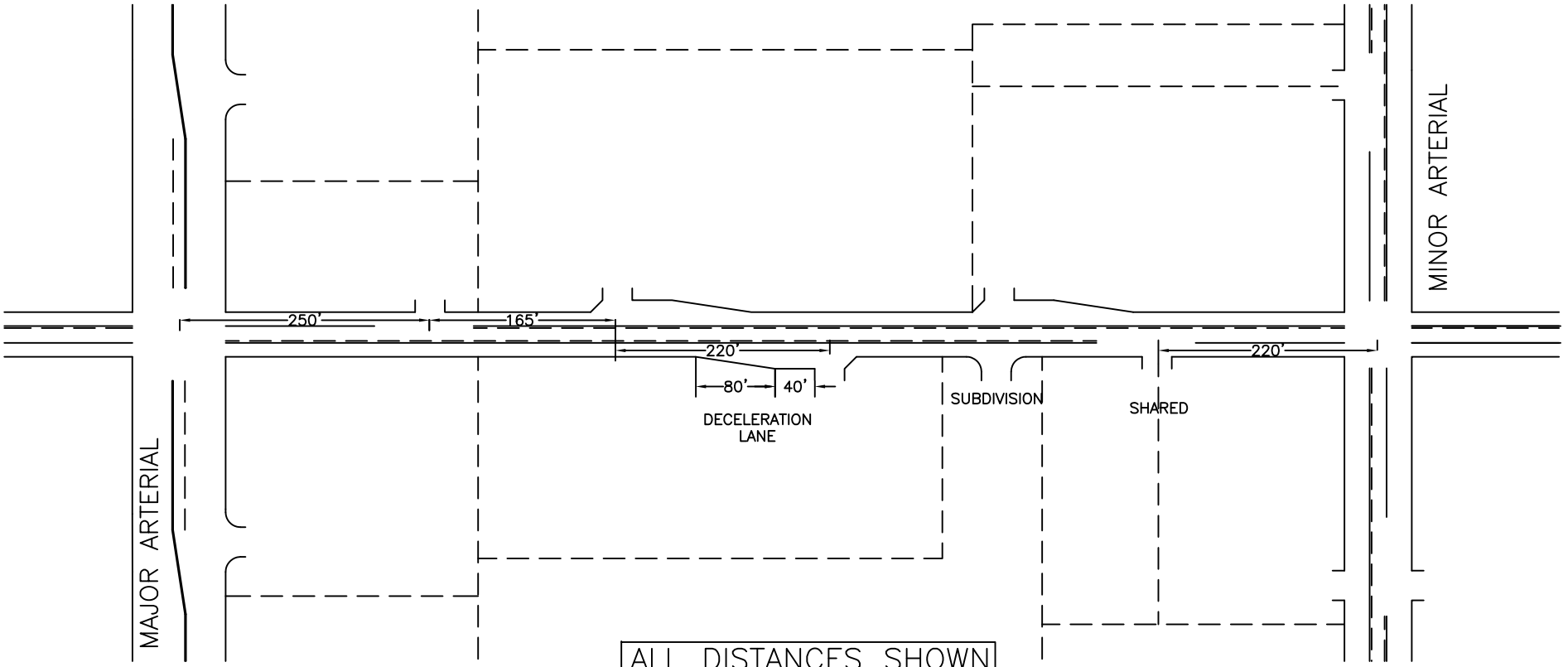


2 WAY WITH
2 EGRESS LANES



2 WAY—RAISED MEDIAN

DETAIL NO.	TOWN OF GILBERT STANDARD DETAIL	ACCESS POINTS ON MINOR ARTERIALS	REVISED 5/13/2008	DETAIL NO.
2				2



NOT TO SCALE

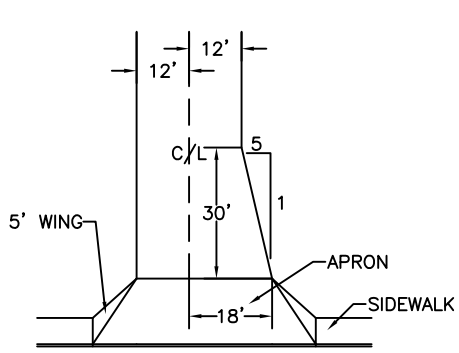
ALL DISTANCES SHOWN ARE MINIMUM

1. MINIMUM SPACING BETWEEN ACCESS POINTS SHALL BE NO LESS THAN 165' C/L TO C/L. SHARED DRIVEWAYS ARE ENCOURAGED.

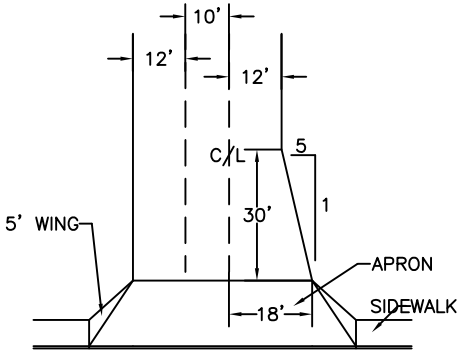
2. PROPERTIES WITH GREATER THAN 330' FRONTAGE MAY BE REQUIRED TO HAVE A TRAFFIC STUDY DONE TO DETERMINE IF DECELERATION LANES ARE WARRANTED. STACKING WILL BE DETERMINED BY TRAFFIC STUDY.

3. MINIMUM SPACING OF ACCESS POINTS FROM INTERSECTIONS SHOULD BE 250' C/L TO C/L OR BE PLACED AT END OF PROPERTY FARTHEST FROM INTERSECTION.

4. OPPOSING ACCESS POINTS SHALL EITHER BE ALIGNED OR OFFSET BY 220' TO AVOID TURNING MOVEMENT CONFLICTS.



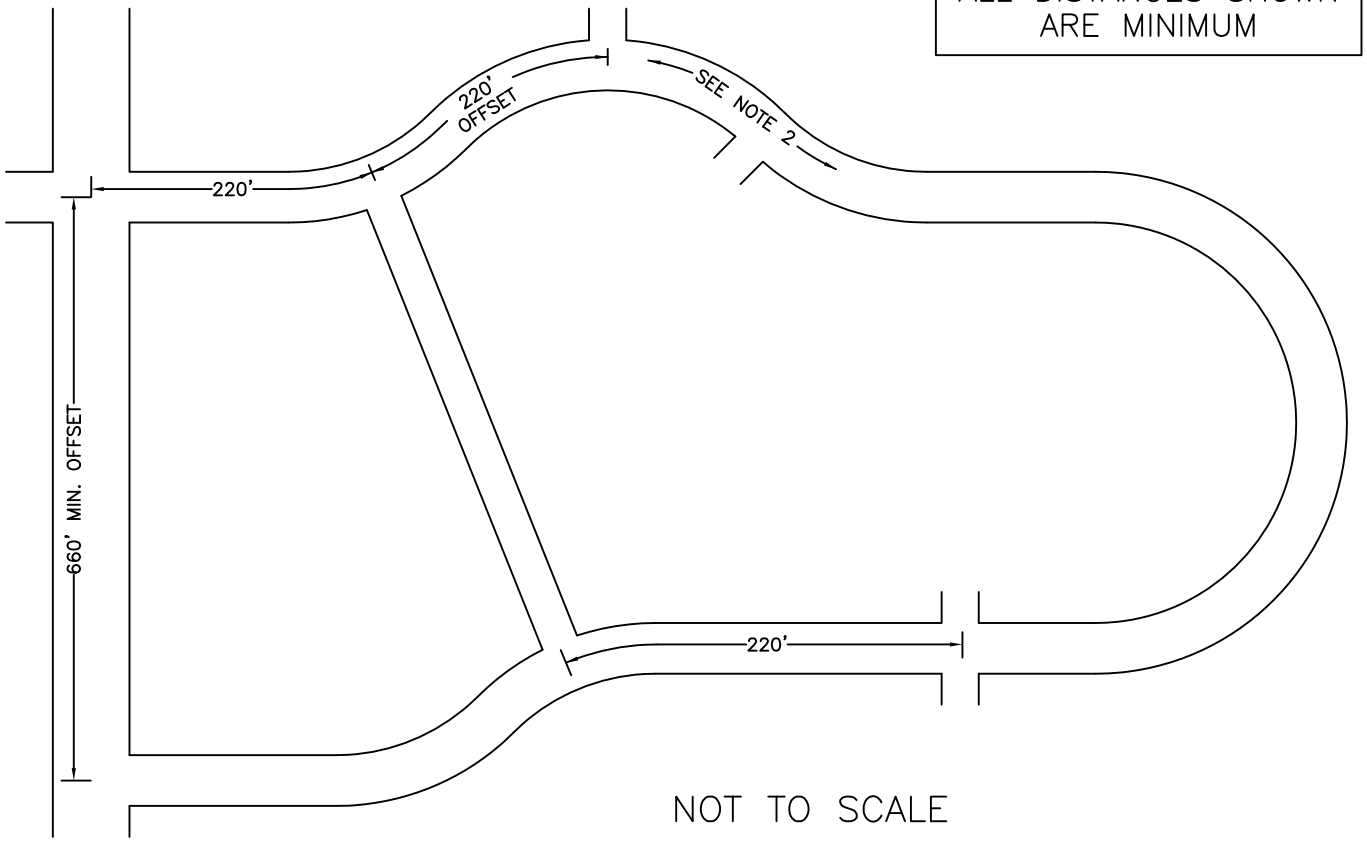
2 WAY



2 WAY WITH
2 EGRESS LANES

DETAIL NO. 3	TOWN OF GILBERT STANDARD DETAIL	ACCESS POINTS FOR MAJOR & INDUSTRIAL COLLECTORS	REVISED 1/2005	DETAIL NO. 3

ALL DISTANCES SHOWN ARE MINIMUM



NOT TO SCALE

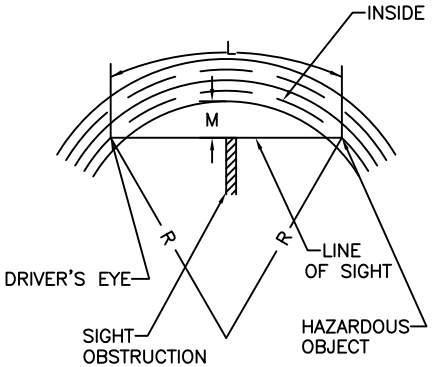
1. THERE ARE NO DRIVEWAYS ON RESIDENTAIL COLLECTOR STREETS.

2. DISTANCES BETWEEN LOCAL STREET INTERSECTIONS SHALL BE A MINIMUM OF 220'. LOCATING LOCAL STREET INTERSECTIONS ALONG INSIDE CURVES SHALL BE AVOIDED AT ALL COSTS, BUT IF ABSOLUTELY NECESSARY, MAY BE DETERMINED BY USING THE EQUATIONS AND DIAGRAM IN THE BOTTOM LEFT BOX OF THIS SHEET, USING THE RADIUS OF THE INSIDE CURB AND "L" REPRESENTING THE DISTANCE BETWEEN STREETS OR A STREET AND AN OBSTACLE, WHICH DISTANCE SHALL NOT BE LESS THAN 220'.

3. IF EXISTING CONDITIONS MAKE 220' SPACING IMPOSSIBLE, 165' MY BE ACCEPTED IN SPECIAL CASES, BUT NEVER AROUND INSIDE CURVES.

4. COLLECTORS OR STREETS WHICH EXIT ON ARTERIAL OR OTHER COLLECTOR, WHETHER ON THE SAME OR OPPOSITE SIDES OF THE ROAD, WILL BE SEPARATED BY A MINIMUM OF 660', AND SHALL NOT BE LOCATED WITH 660' OF AN ARTERIAL INTERSECTION.

DESIGN SPEED M.P.H.	STOPPING SIGHT DIST. S, (FT.)
35	245
40	300
45	370
50	450



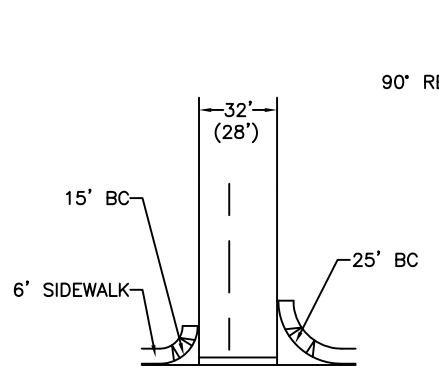
IF THE STOPPING SIGHT DISTANCE, S, AND THE RADIUS TO THE CENTER OF THE INSIDE LANE, R, ARE KNOWN, THE DISTANCE, M, IS FOUND BY THE FOLLOWING EQUATION:

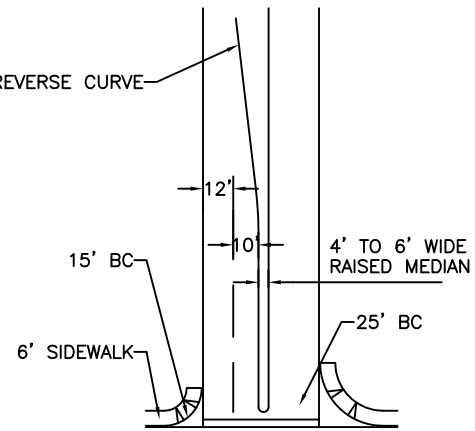
$M=R(1-\cos(28.65\ S/R))$

IF THE RADIUS, R, AND THE DISTANCE, M, ARE TENTATIVELY SELECTED, THAN THE LENGTH, L, OF THE ARC IN THE MIDDLE OF THE INSIDE LANE MAY BE FOUND BY THE FOLLOWING EQUARTION:

$L=(R/28.65)\arccos[(R-M)/R]$

IF THE LENGTH, L, IS LESS THAN THE STOPPING SIGHT DISTANCE FOR THE DESIRE DESIGN SPEED, EITHER THE RADIUS, R, OR THE DISTANCE, M, MUST BE INCREASED.

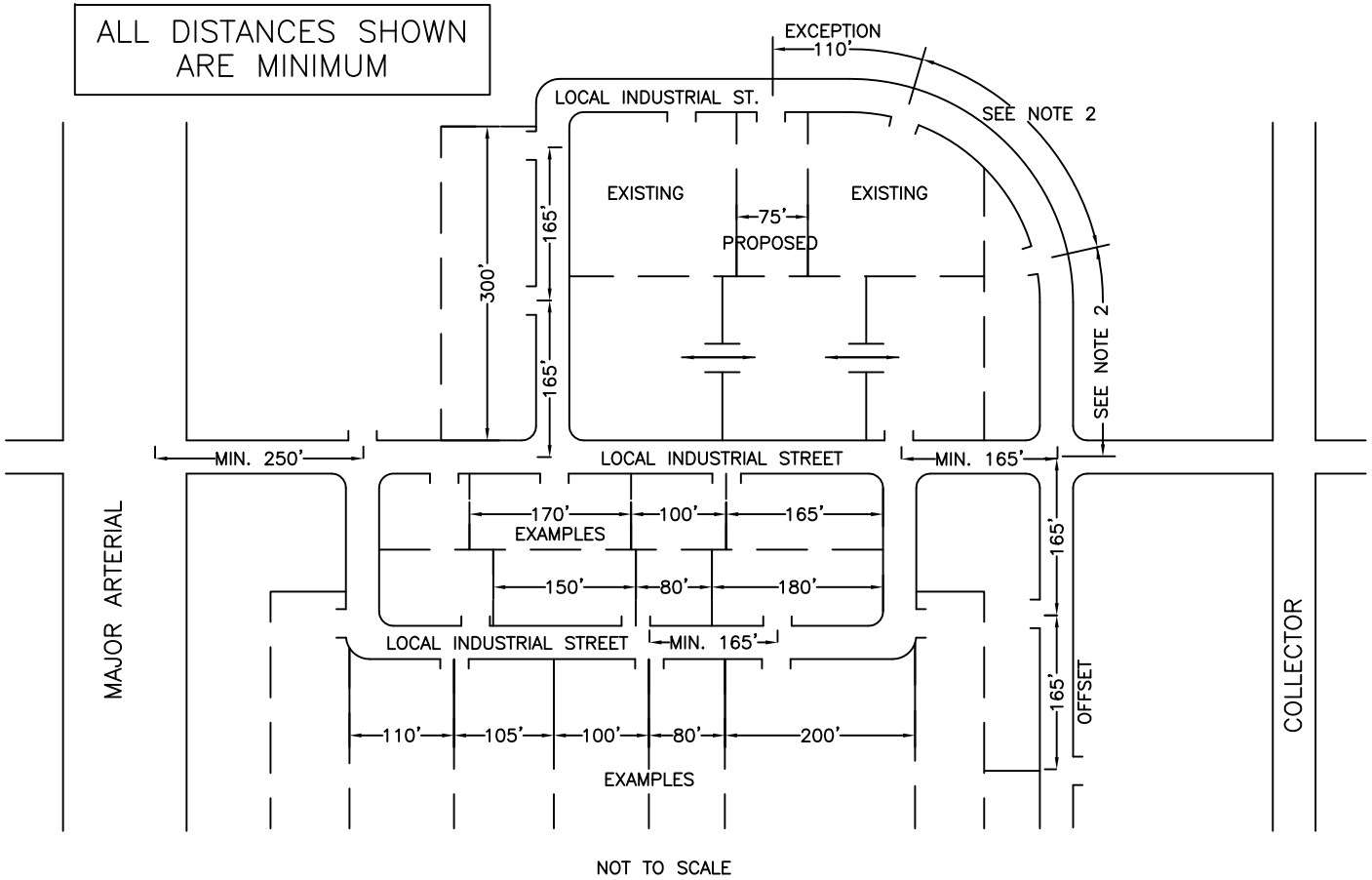




TWO WAY–RAISED MEDIAN

DETAIL NO. 4	TOWN OF GILBERT STANDARD DETAIL	ACCESS POINTS ON RESIDENTIAL COLLECTOR STREETS	REVISED 1/2005	DETAIL NO. 4

ALL DISTANCES SHOWN ARE MINIMUM



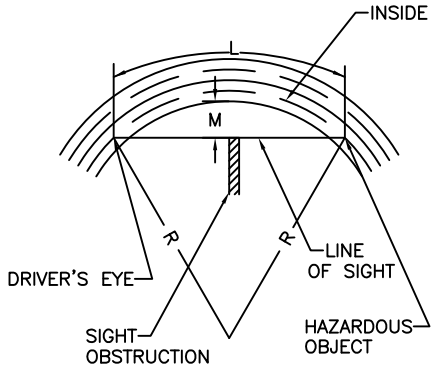
NOT TO SCALE

1. MINIMUM SPACING BETWEEN ACCESS POINTS AND OFFSETS OF OPPOSING ACCESS POINTS SHALL BE 165' C/L TO C/L. THERE SHALL BE NO ACCESS POINTS WITHIN 250' OF AN ARTERIAL OR COLLECTOR INTERSECTION, C/L TO C/L.

2. LOCATING ACCESS POINTS ALONG THE INSIDE OF A CURVE SHALL BE AVOIDED AT ALL COSTS, BUT IF ABSOLUTELY NECESSARY, SPACING SHALL BE DETERMINED BY USING THE EQUATIONS AND DIAGRAM CONTAINED IN THE LOWER LEFT BOX ON THIS SHEET, USING THE RADIUS OF THE INSIDE CURB AND "L" REPRESENTING THE DISTANCE BETWEEN DRIVEWAYS, WHICH SHALL IN NO CASE BE LESS THAN 165' C/L TO C/L.

3. PROPERTIES WITH LESS THAN 165' OF FRONTAGE MAY BE REQUIRED TO HAVE SHARED DRIVEWAYS WITH ADJOINING PROPERTIES. ALL SHARED DRIVEWAYS SHALL BE TYPE II AS SHOWN ON THIS SHEET.

DESIGN SPEED M.P.H.	STOPPING SIGHT DIST. S, (FT.)
35	245
40	300
45	370
50	450



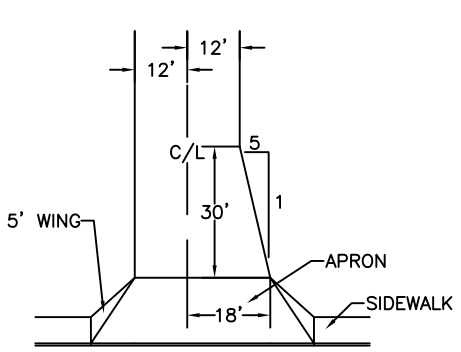
IF THE STOPPING SIGHT DISTANCE, S, AND THE RADIUS TO THE CENTER OF THE INSIDE LANE, R, ARE KNOWN, THE DISTANCE, M, IS FOUND BY THE FOLLOWING EQUATION:

$M=R(1-\cos(28.65\ S/R))$

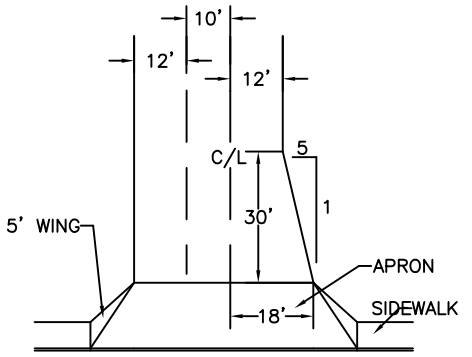
IF THE RADIUS, R, AND THE DISTANCE, M, ARE TENTATIVELY SELECTED, THAN THE LENGTH, L, OF THE ARC IN THE MIDDLE OF THE INSIDE LANE MAY BE FOUND BY THE FOLLOWING EQUARTION:

$L=(R/28.65)\arccos[(R-M)/R]$

IF THE LENGTH, L, IS LESS THAN THE STOPPING SIGHT DISTANCE FOR THE DESIRE DESIGN SPEED, EITHER THE RADIUS, R, OR THE DISTANCE, M, MUST BE INCREASED.



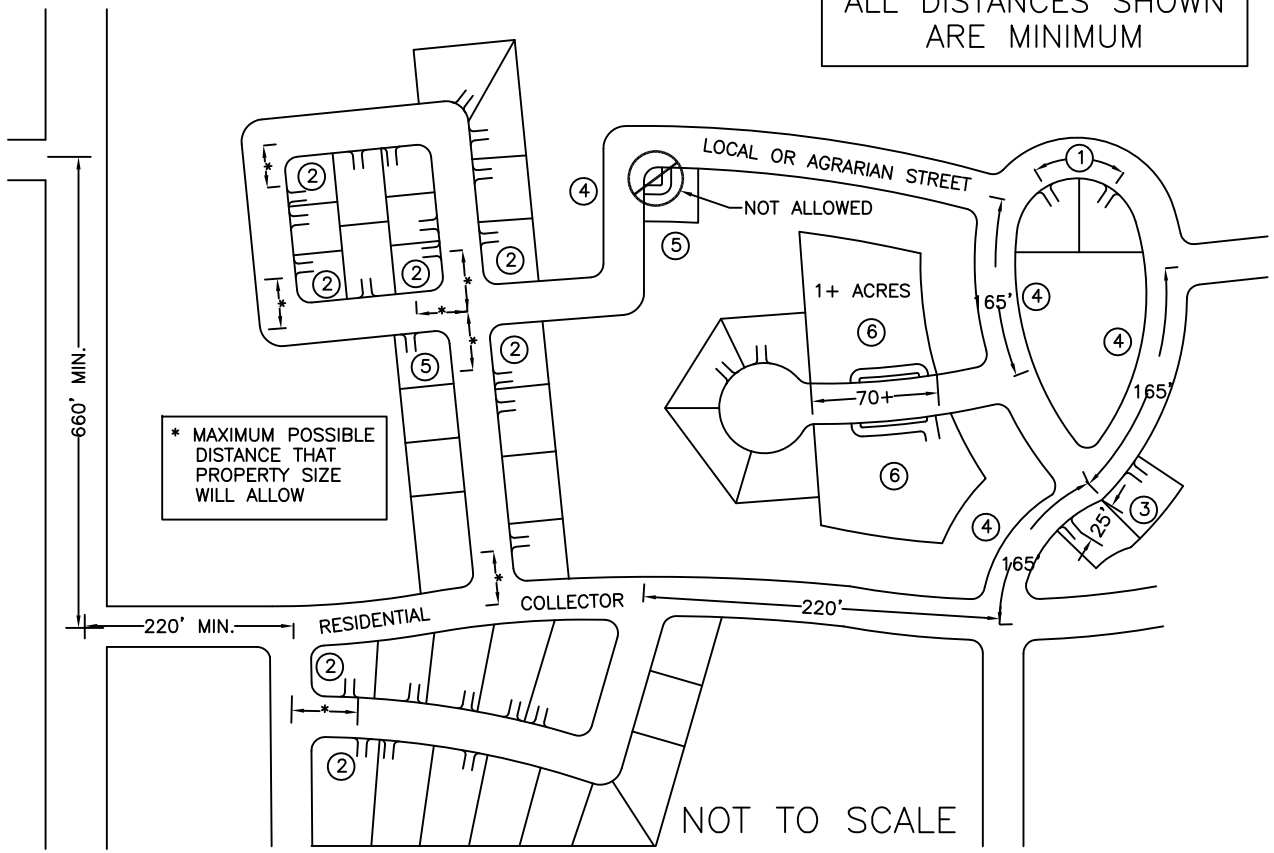
TYPE I
TWO WAY



TYPE II
TWO WAY WITH TWO EGRESS LANES

DETAIL NO. 5	TOWN OF GILBERT STANDARD DETAIL	ACCESS POINTS ON LOCAL INDUSTRIAL STREETS	REVISED 1/2005	DETAIL NO. 5

ALL DISTANCES SHOWN ARE MINIMUM



1. MINIMUM SPACING BETWEEN ACCESS POINTS AND OBSTACLES ON INSIDE CURVES SHALL BE DETERMINED BY USING THE EQUATIONS AND DIAGRAM IN THE BOTTOM LEFT BOX ON THIS SHEET USING THE RADIUS OF THE INSIDE CURB AND "L" REPRESENTING THE DISTANCE BETWEEN DRIVEWAYS.

2. DRIVEWAYS LOCATED ON OR NEAR THE INSIDE CURVE OF A CORNER OR INTERSECTION WILL BE LOCATED AS FAR AWAY FROM THAT CORNER AS THE SIZE OF THE PROPERTY WILL ALLOW.

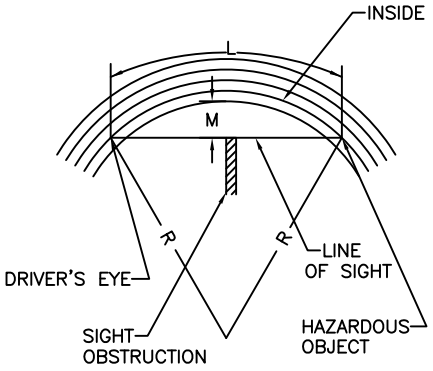
3. DRIVEWAYS LOCATED ON THE OPPOSITE SIDE OF A "T" INTERSECTION WILL BE OFFSET 25' FROM THE C/L OF THE "T" TO THE EDGE OF THE DRIVEWAY.

4. INTERSECTING OR CORNERED STREETS SHALL BE SEPARATED OR OFFSET BY A MINIMUM OF 165' C/L TO C/L.

5. STREET SHALL INTERSECT AT 90°.

6. ON LOTS OF GREATER THAN 1 ACRE IN SIZE AND WITH MORE THAN 70' OF FRONTAGE, CIRCULAR DRIVEWAYS WILL BE ALLOWED. CIRCULAR DRIVEWAYS WILL NOT BE ALLOWED UNDER ANY CIRCUMSTANCES AROUND CORNERS.

DESIGN SPEED M.P.H.	STOPPING SIGHT DIST. S, (FT.)
35	245
40	300
45	370
50	450



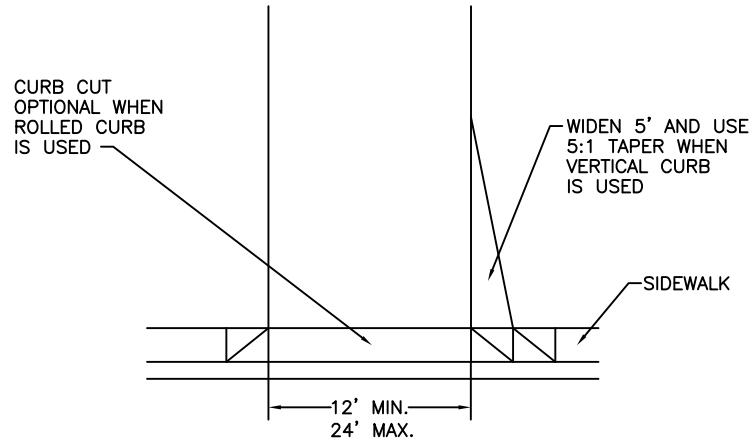
IF THE STOPPING SIGHT DISTANCE, S, AND THE RADIUS TO THE CENTER OF THE INSIDE LANE, R, ARE KNOWN, THE DISTANCE, M, IS FOUND BY THE FOLLOWING EQUATION:

$M=R(1-\cos(28.65\ S/R))$

IF THE RADIUS, R, AND THE DISTANCE, M, ARE TENTATIVELY SELECTED, THAN THE LENGTH, L, OF THE ARC IN THE MIDDLE OF THE INSIDE LANE MAY BE FOUND BY THE FOLLOWING EQUARTION:

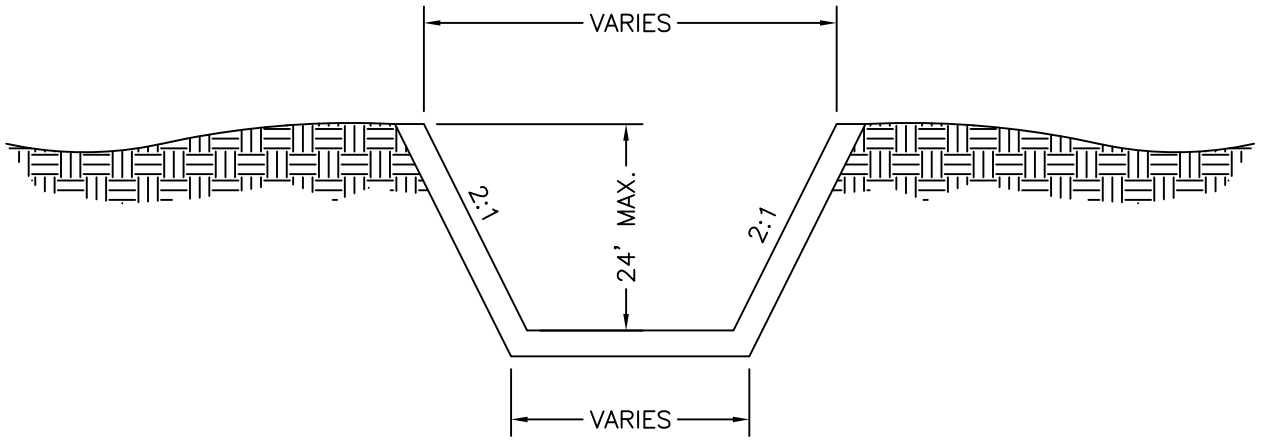
$L=(R/28.65)\arccos[(R-M)/R]$

IF THE LENGTH, L, IS LESS THAN THE STOPPING SIGHT DISTANCE FOR THE DESIRE DESIGN SPEED, EITHER THE RADIUS, R, OR THE DISTANCE, M, MUST BE INCREASED.



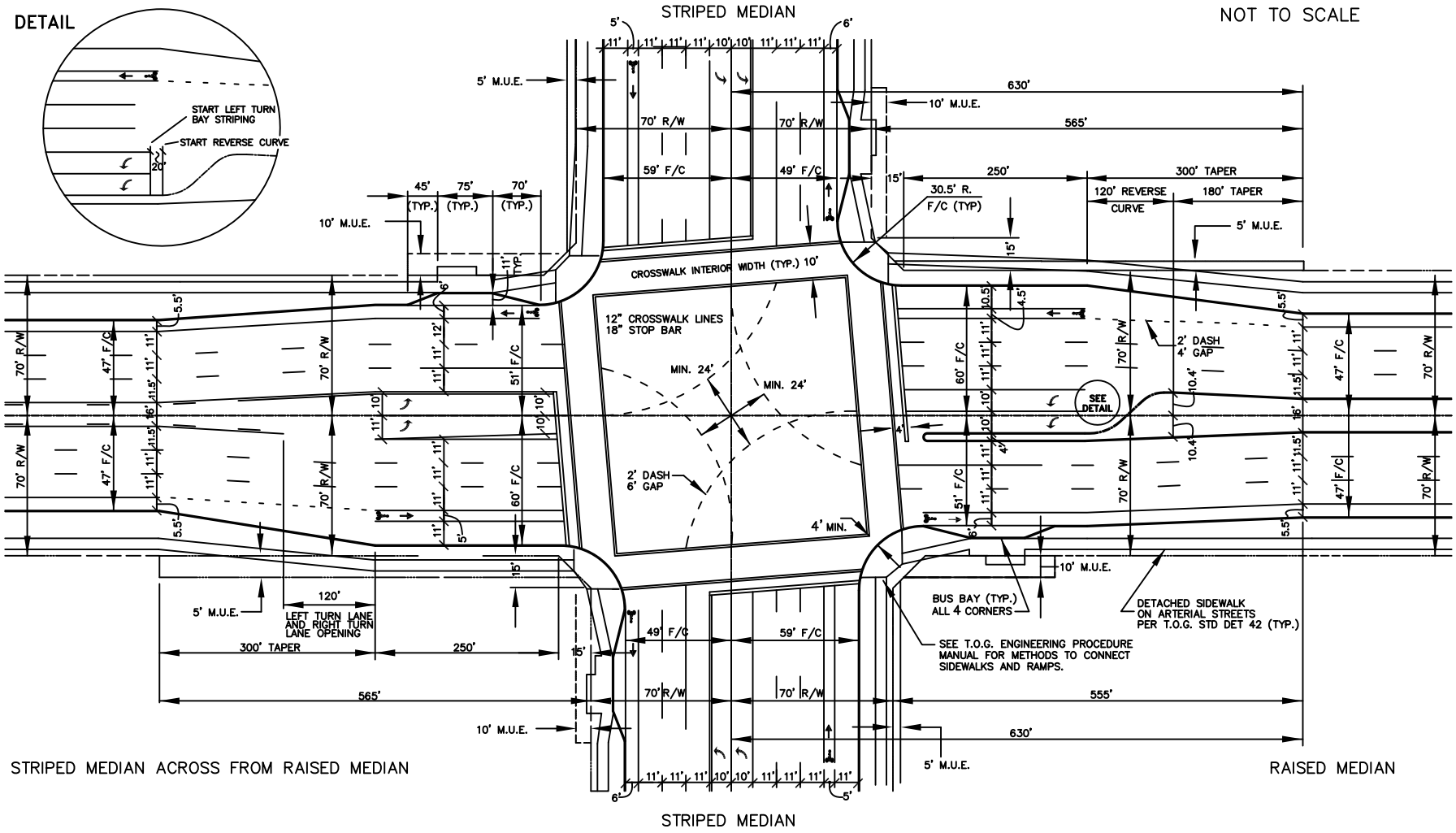
SINGLE FAMILY UNIT

DETAIL NO. 6	TOWN OF GILBERT STANDARD DETAIL	ACCESS POINTS ON LOCAL & AGRARIAN STREETS	REVISED 1/2005	DETAIL NO. 6



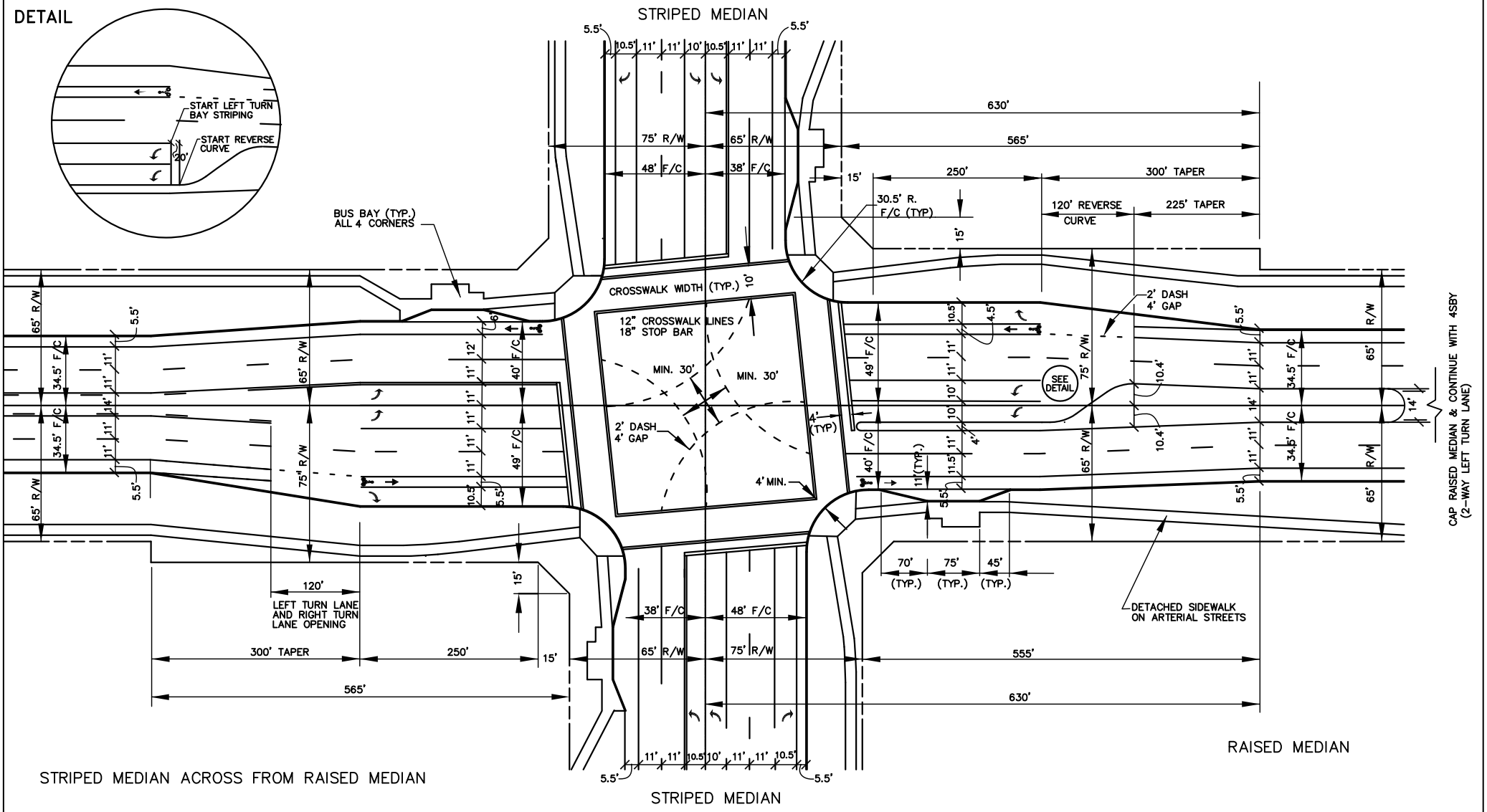
DETAIL NO. 10	TOWN OF GILBERT STANDARD DETAIL	IRRIGATION DITCH	REVISED 1/2005	DETAIL NO. 10

MAJOR ARTERIAL STREET INTERSECTION
(6 LANES)

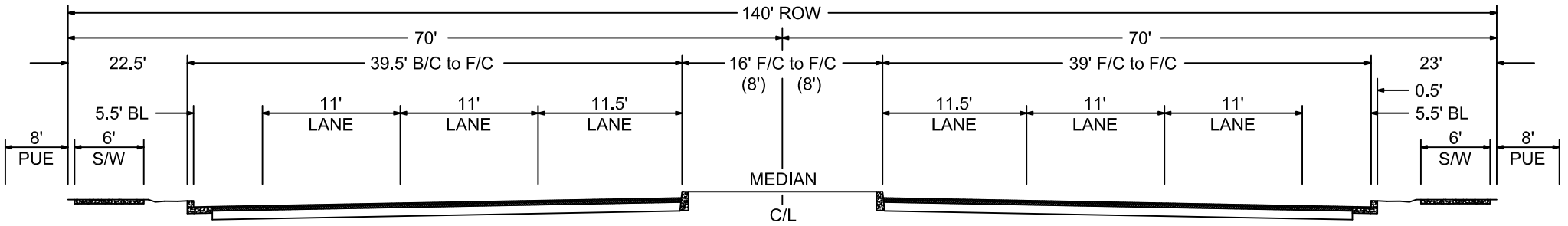


DETAIL NO. 11	TOWN OF GILBERT STANDARD DETAIL	MAJOR ARTERIAL STREET INTERSECTION	REVISED 12/13/2007	DETAIL NO. 11

MINOR ARTERIAL STREET INTERSECTION
(4 LANES)



DETAIL NO. 12	TOWN OF GILBERT STANDARD DETAIL	MINOR ARTERIAL STREET INTERSECTION W/ DUEL LEFTS	REVISED 12/13/2007	DETAIL NO. 12

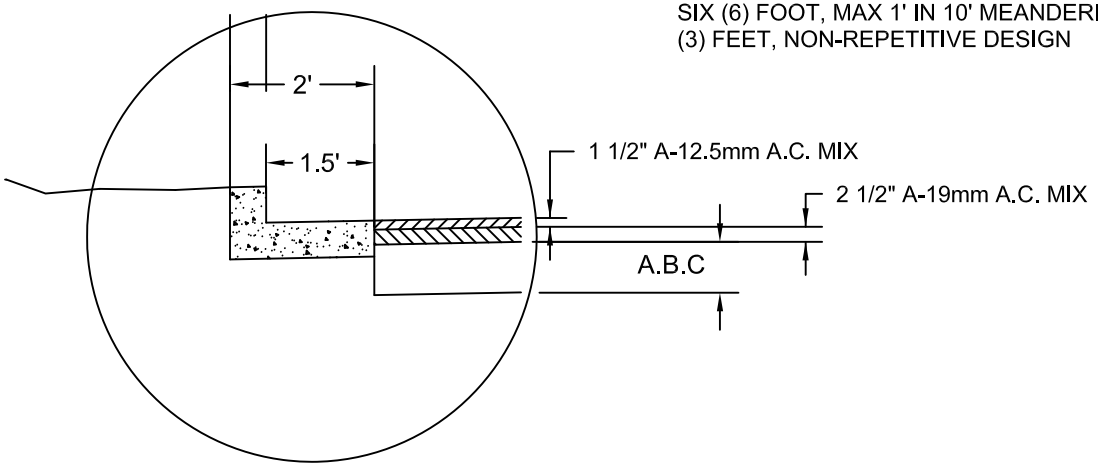


6 MOVING LANES

A. CONCRETE
1. CURB: M.A.G. STANDARD DETAIL 220 TYPE A. ALL CONCRETE M.A.G. STD.SPEC. CLASS "B"
2. SIDEWALK: M.A.G. STANDARD DETAIL 230 ALL CONCRETE M.A.G. STD. SPEC. CLASS "B"
3. MEDIAN CURB: M.A.G. STANDARD DETAIL 222 TYPE 'A' ALL CONCRETE M.A.G. STD. SPEC. CLASS "B"

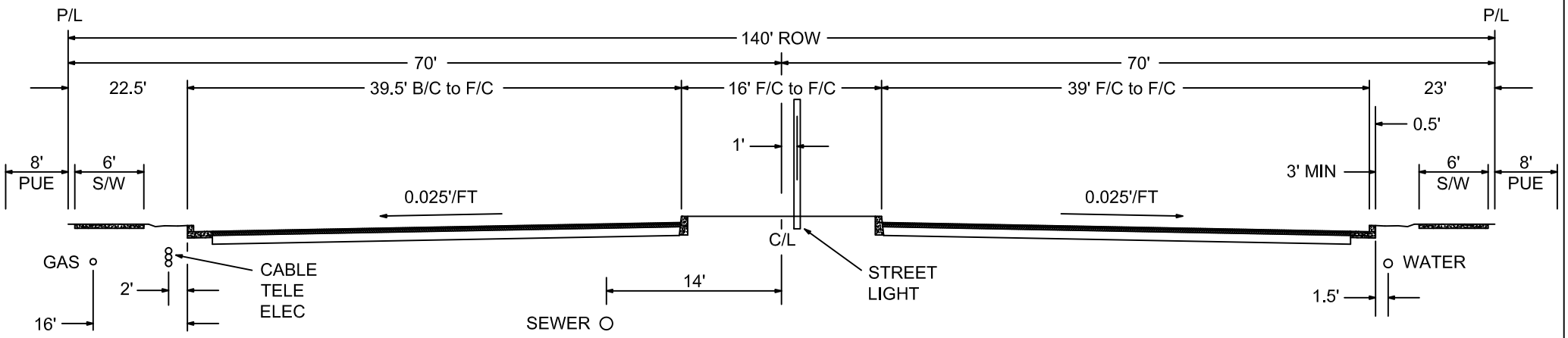
B. PAVING
1. AGGREGATE BASE COURSE:
A. THICKNESS: TOWN OF GILBERT STANDARD DETAIL 33
B. MATERIAL: CONFORMING TO SECTION 702.2 M.A.G. STANDARD SPECIFICATIONS
2. ASPHALTIC CONCRETE:
A. THICKNESS FOUR (4") INCH MINIMUM PLACED IN TWO LIFTS
B. MATERIAL: CONFORMING TO M.A.G. STANDARD SPECIFICATIONS 710 (WITHOUT LIME)
BASE COURSE: 2 1/2" A-19mm MIX
SURFACE COURSE: 1 1/2" A-12.5 mm MIX

C. SIDEWALKS
SIX (6) FOOT, MAX 1' IN 10' MEANDERING WALKWAY, DETACHED FROM C&G NO LESS THAN THREE (3) FEET, NON-REPETITIVE DESIGN



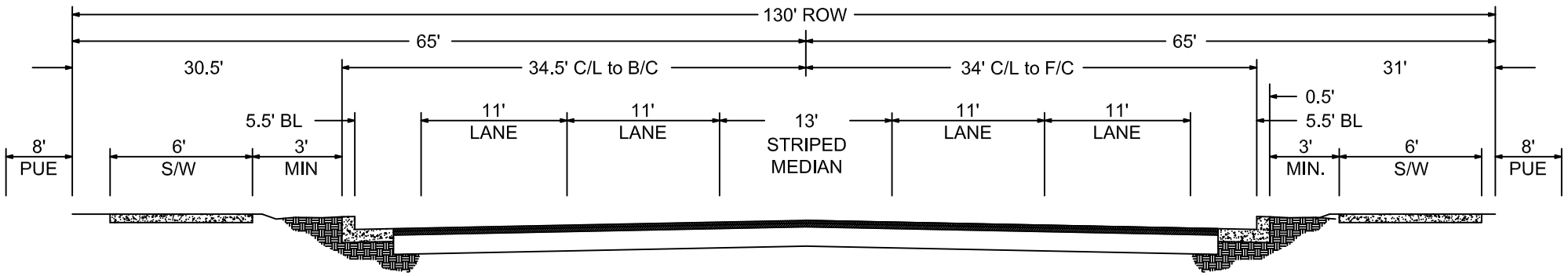
MIX DESIGN PER EAST VALLEY ASPHALT COMMITTEE

DETAIL NO. 21	TOWN OF GILBERT STANDARD DETAILS	MAJOR ARTERIAL STREET	REVISED 8/25/2008	DETAIL NO. 21



LOOKING NORTH AND WEST

DETAIL NO. 21A	TOWN OF GILBERT STANDARD DETAIL	STANDARD UTILITY LOCATIONS FOR MAJOR ARTERIALS	REVISED 8/25/2008	DETAIL NO. 21A

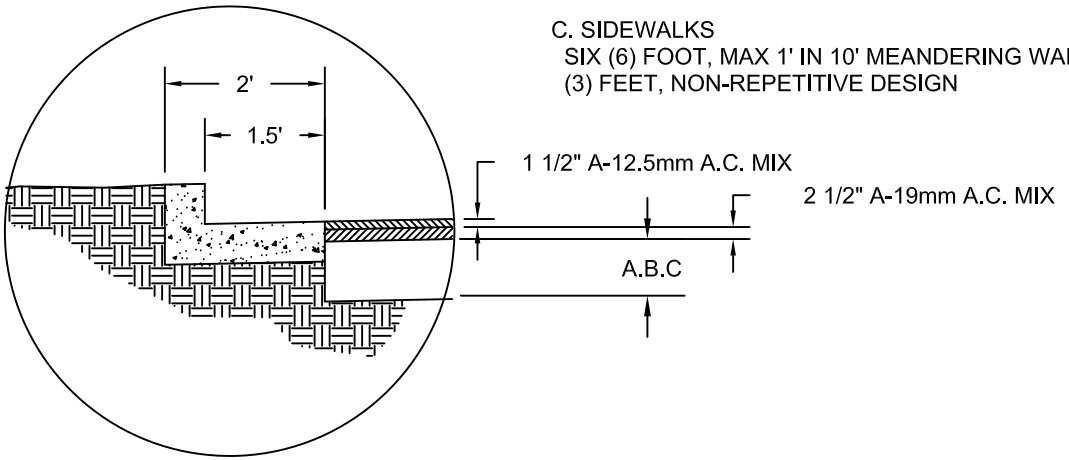


4 MOVING LANES

A. CONCRETE
1. CURB: M.A.G. STANDARD DETAIL 220 TYPE A. ALL CONCRETE M.A.G. STD.SPEC. CLASS "B"
2. SIDEWALK: M.A.G. STANDARD DETAIL 230 ALL CONCRETE M.A.G. STD. SPEC. CLASS "B"

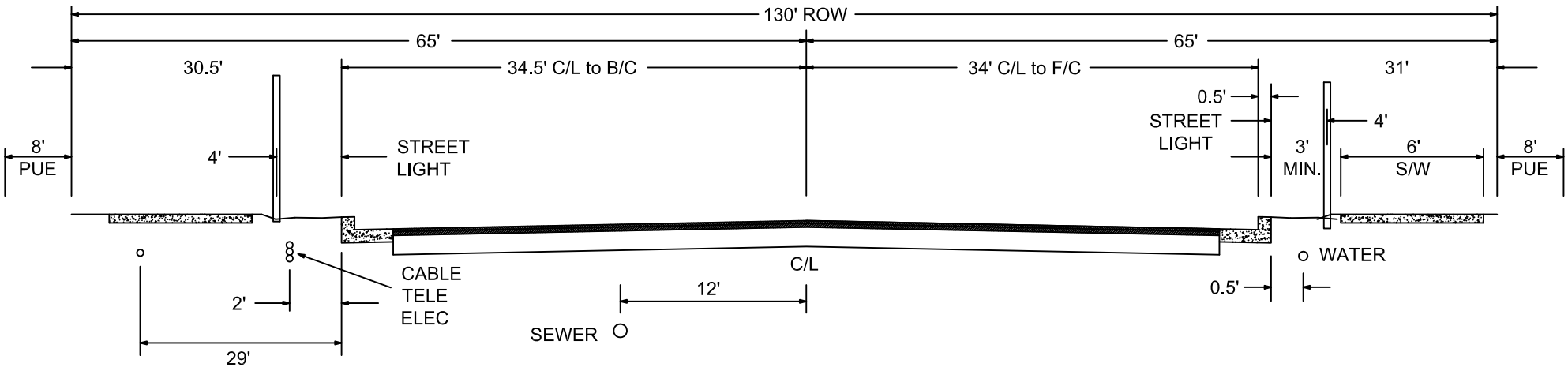
B. PAVING
1. AGGREGATE BASE COURSE:
A. THICKNESS: TOWN OF GILBERT STANDARD DETAIL 34
B. MATERIAL: CONFORMING TO SECTION 702.2 M.A.G. STANDARD SPECIFICATIONS
2. ASPHALTIC CONCRETE:
A. THICKNESS FOUR (4") INCH MINIMUM PLACED IN TWO LIFTS
B. MATERIAL: CONFORMING TO M.A.G. STANDARD SPECIFICATIONS 710 (WITHOUT LIME)
BASE COURSE: 2 1/2" A-19mm MIX
SURFACE COURSE: 1 1/2" A-12.5mm MIX

C. SIDEWALKS
SIX (6) FOOT, MAX 1' IN 10' MEANDERING WALKWAY, DETACHED FROM C&G NO LESS THAN THREE (3) FEET, NON-REPETITIVE DESIGN



MIX DESIGN PER EAST VALLEY ASPHALT COMMITTEE

DETAIL NO. 22	TOWN OF GILBERT STANDARD DETAIL	MINOR ARTERIAL STREET	REVISED 1/22/2009	DETAIL NO. 22



LOOKING NORTH & WEST

DETAIL NO.	TOWN OF GILBERT STANDARD DETAIL	STANDARD UTILITY LOCATIONS FOR MINOR ARTERIALS	REVISED 8/25/08	DETAIL NO.
22A				22A

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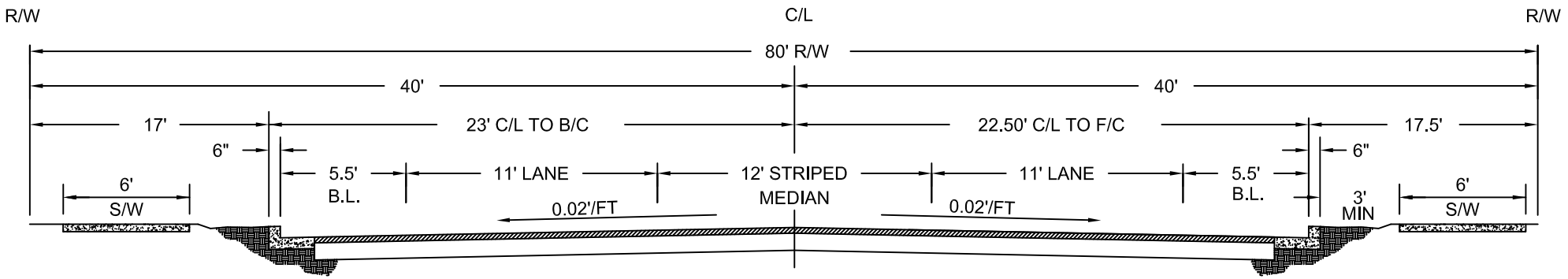
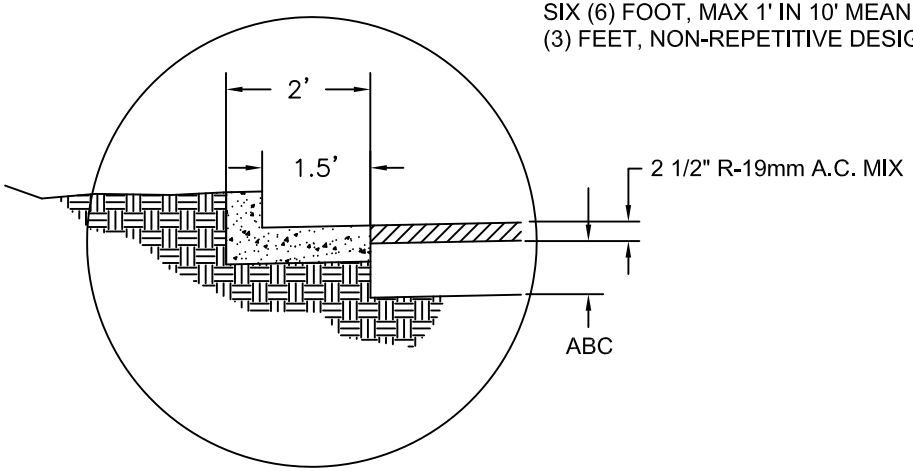


A. CONCRETE
1. CURB: M.A.G. STANDARD DETAIL 220 TYPE A. ALL CONCRETE M.A.G. STD.SPEC. CLASS "B"
2. SIDEWALK: M.A.G. STANDARD DETAIL 230 ALL CONCRETE M.A.G. STD. SPEC. CLASS "B"

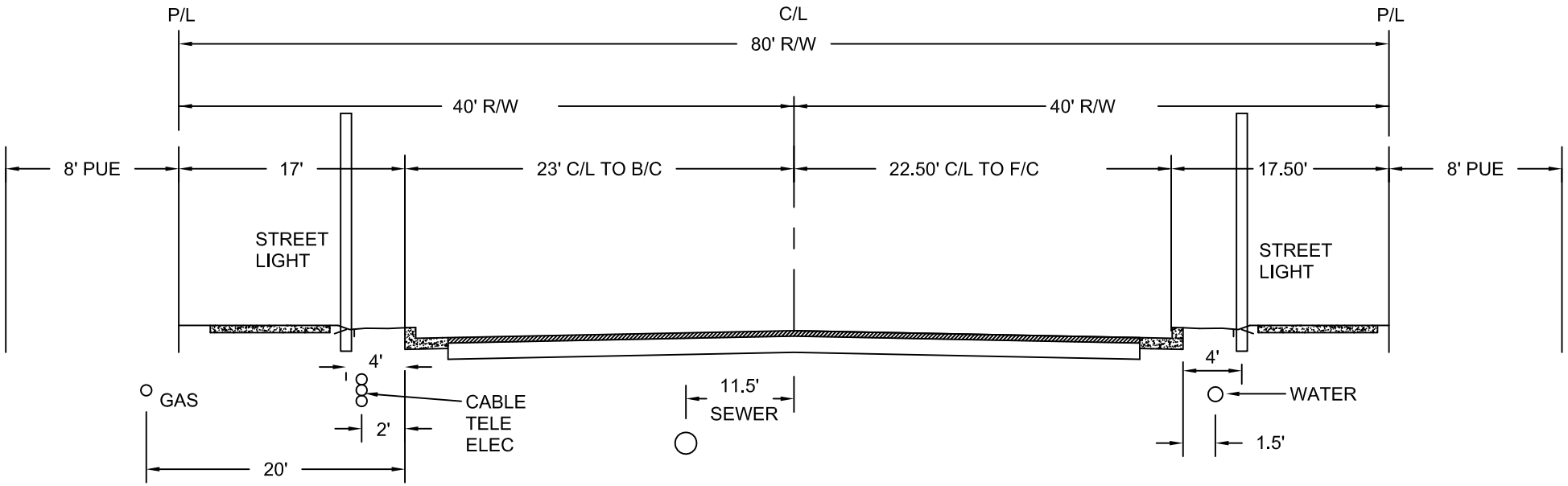
B. PAVING
1. AGGREGATE BASE COURSE:
A. THICKNESS: TOWN OF GILBERT STANDARD DETAIL 34
B. MATERIAL: CONFORMING TO SECTION 702.2 M.A.G. STANDARD SPECIFICATIONS
2. ASPHALTIC CONCRETE:
A. THICKNESS TWO AND A HALF (2 1/2") INCH MINIMUM PLACED IN ONE LIFT
B. MATERIAL: 2 1/2" R-19mm MIX
CONFORMING TO M.A.G. STANDARD SPECIFICATIONS 710 (WITHOUT LIME)

C. SIDEWALKS
SIX (6) FOOT, MAX 1' IN 10' MEANDERING WALKWAY, DETACHED FROM C&G NO LESS THAN THREE (3) FEET, NON-REPETITIVE DESIGN



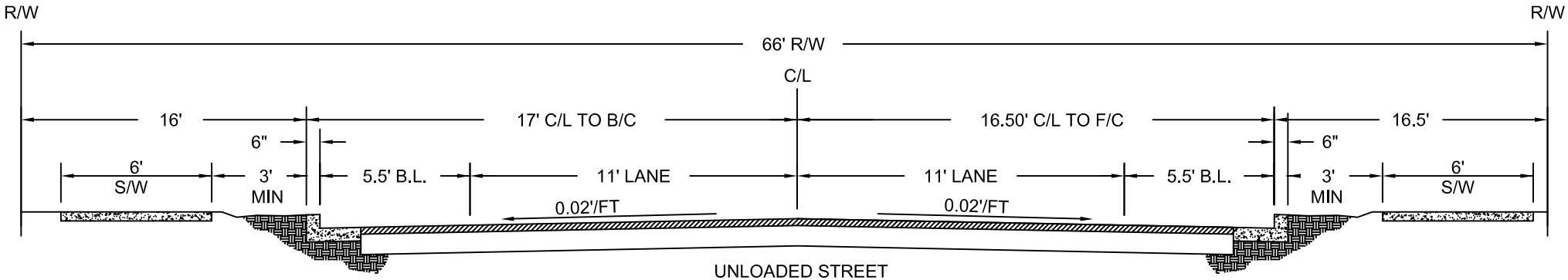
MIX DESIGN PER EAST VALLEY ASPHALT COMMITTEE

DETAIL NO. 23	TOWN OF GILBERT STANDARD DETAIL	MAJOR COLLECTOR STREET	REVISED 1/22/09	DETAIL NO. 23



LOOKING NORTH & WEST

DETAIL NO. 23A	TOWN OF GILBERT STANDARD DETAIL	STANDARD UTILITY LOCATIONS FOR MAJOR COLLECTORS	REVISED 1/22/2009	DETAIL NO. 23A



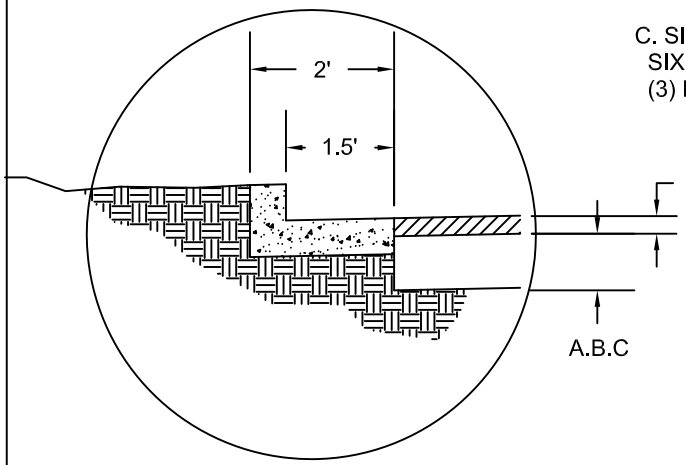
UNLOADED STREET

(NO PARKING ALLOWED)

A. CONCRETE
1. CURB: M.A.G. STANDARD DETAIL 220 TYPE A. ALL CONCRETE M.A.G. STD.SPEC. CLASS "B"
2. SIDEWALK: M.A.G. STANDARD DETAIL 230 ALL CONCRETE M.A.G. STD. SPEC. CLASS "B"

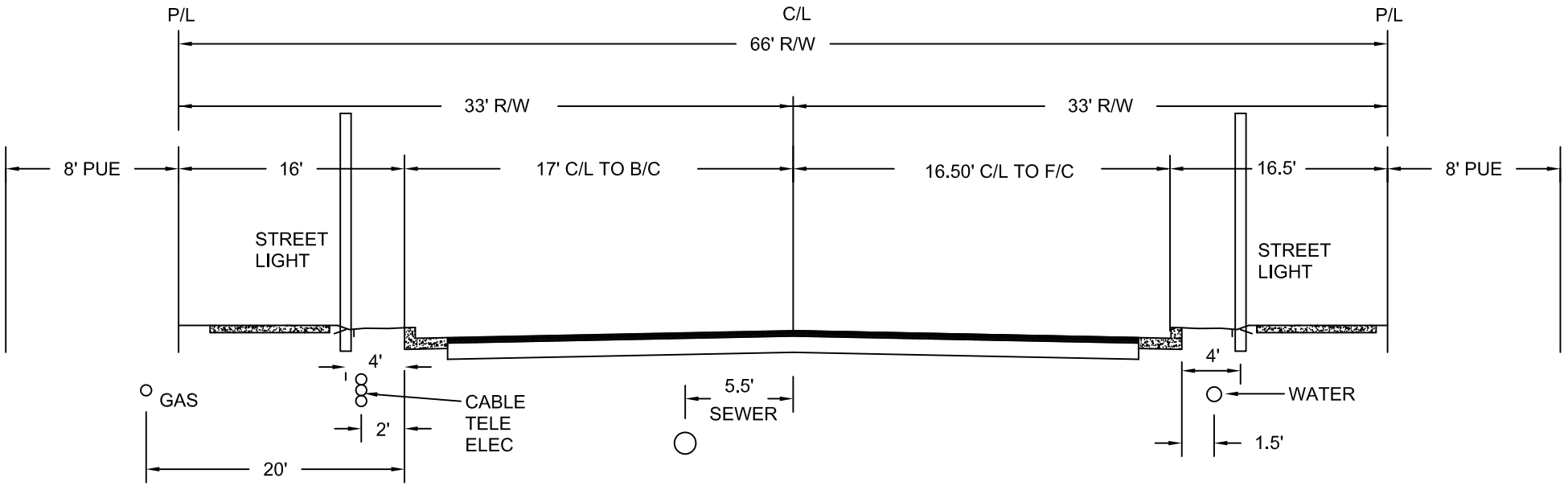
B. PAVING
1. AGGREGATE BASE COURSE:
A. THICKNESS: TOWN OF GILBERT STANDARD DETAIL 35
B. MATERIAL: CONFORMING TO SECTION 702.2 M.A.G. STANDARD SPECIFICATIONS
2. ASPHALTIC CONCRETE:
A. THICKNESS TWO AND A HALF (2 1/2") INCH MINIMUM PLACED IN ONE LIFT
B. MATERIAL: CONFORMING TO M.A.G. STANDARD SPECIFICATIONS 710 (WITHOUT LIME)
2 1/2" R-19mm MIX

C. SIDEWALKS
SIX (6) FOOT, MAX 1' IN 10' MEANDERING WALKWAY, DETACHED FROM C&G NO LESS THAN THREE (3) FEET, NON-REPETITIVE DESIGN



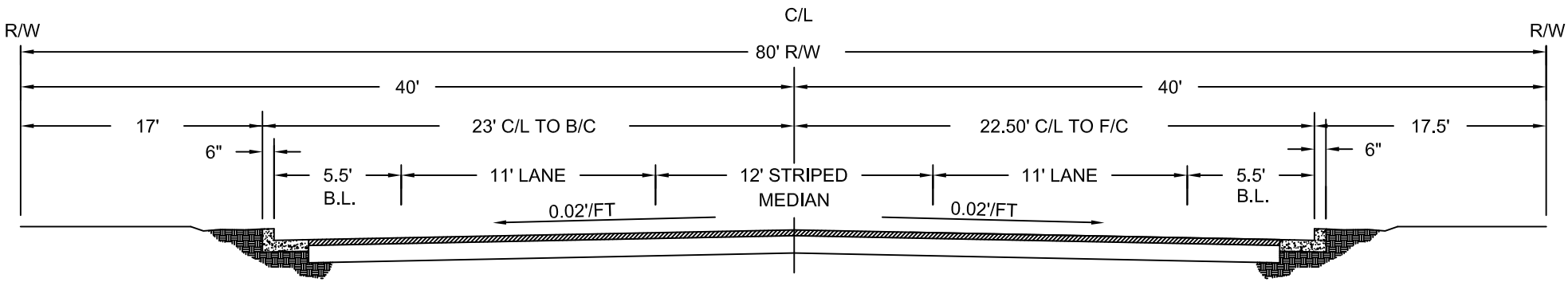
MIX DESIGN PER EAST VALLEY ASPHALT COMMITTEE

DETAIL NO. 24	TOWN OF GILBERT STANDARD DETAIL	RESIDENTAL COLLECTOR STREET	REVISED 1/22/2009	DETAIL NO. 24



LOOKING NORTH & WEST

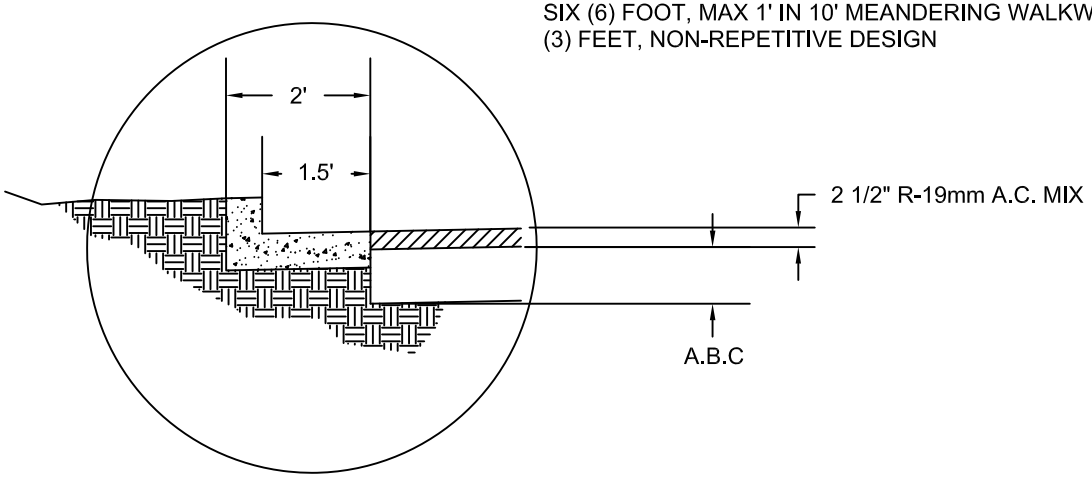
DETAIL NO. 24A	TOWN OF GILBERT STANDARD DETAIL	STANDARD UTILITY LOCATIONS FOR RESIDENTAL COLLECTORS	REVISED 1/22/2009	DETAIL NO. 24A



A. CONCRETE
1. CURB: M.A.G. STANDARD DETAIL 220 TYPE A. ALL CONCRETE M.A.G. STD.SPEC. CLASS "B"
2. SIDEWALK: M.A.G. STANDARD DETAIL 230 ALL CONCRETE M.A.G. STD. SPEC. CLASS "B"

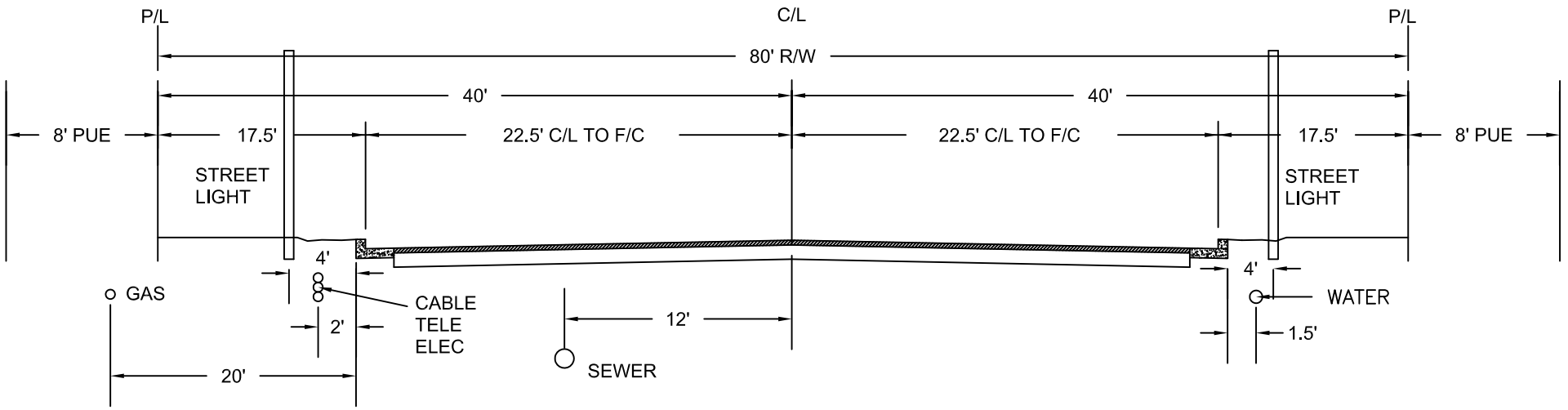
B. PAVING
1. AGGREGATE BASE COURSE:
A. THICKNESS: TOWN OF GILBERT STANDARD DETAIL 34
B. MATERIAL: CONFORMING TO SECTION 702.2 M.A.G. STANDARD SPECIFICATIONS
2. ASPHALTIC CONCRETE:
A. THICKNESS TWO AND A HALF (2 1/2") INCH MINIMUM PLACED IN ONE LIFT
B. MATERIAL: CONFORMING TO M.A.G. STANDARD SPECIFICATIONS 710 (WITHOUT LIME)
2 1/2" R-19mm MIX

C. SIDEWALKS
SIX (6) FOOT, MAX 1' IN 10' MEANDERING WALKWAY, DETACHED FROM C&G NO LESS THAN THREE (3) FEET, NON-REPETITIVE DESIGN



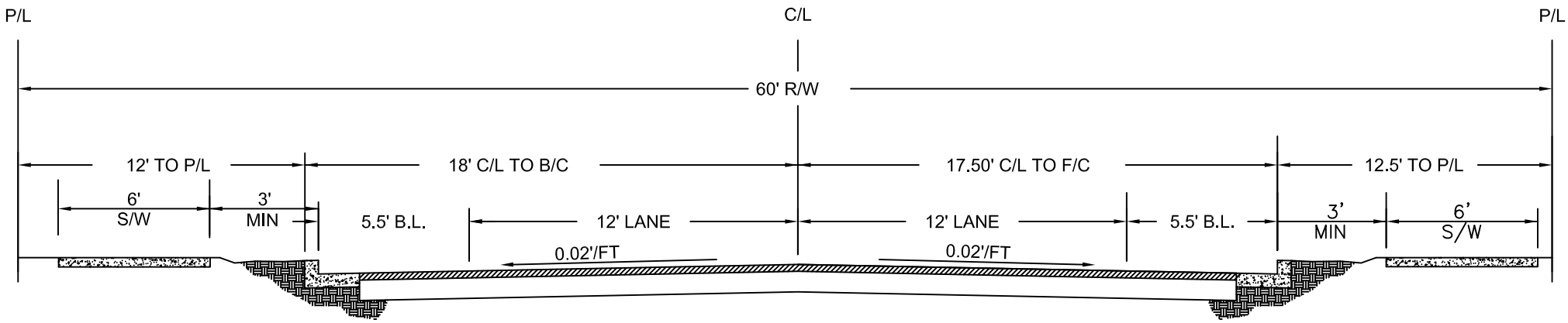
MIX DESIGN PER EAST VALLY ASPHALT COMMITTEE

DETAIL NO. 25	TOWN OF GILBERT STANDARD DETAIL	INDUSTRIAL COLLECTOR STREET	REVISED 1/22/2009	DETAIL NO. 25



LOOKING NORTH & WEST

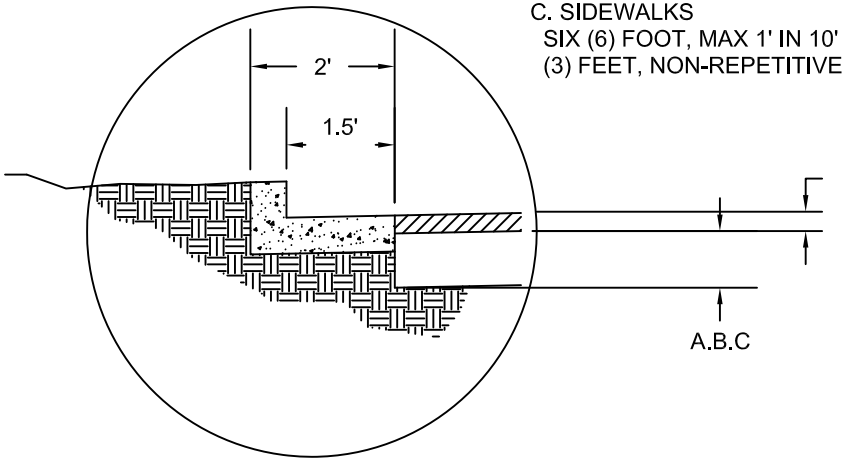
DETAIL NO. 25A	TOWN OF GILBERT STANDARD DETAIL	STANDARD UTILITY LOCATIONS FOR INDUSTRIAL COLLECTORS	REVISED 1/22/2009	DETAIL NO. 25A



A. CONCRETE
1. CURB: M.A.G. STANDARD DETAIL 220 TYPE A. ALL CONCRETE M.A.G. STD.SPEC. CLASS "B"
2. SIDEWALK: M.A.G. STANDARD DETAIL 230 ALL CONCRETE M.A.G. STD. SPEC. CLASS "B"

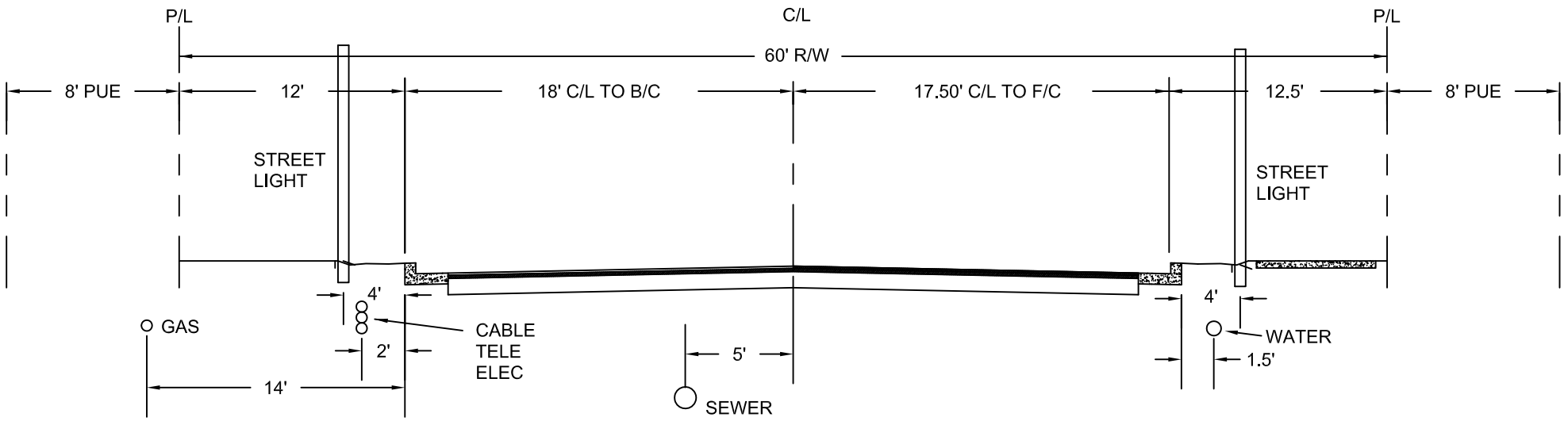
B. PAVING
1. AGGREGATE BASE COURSE:
A. THICKNESS: TOWN OF GILBERT STANDARD DETAIL 34
B. MATERIAL: CONFORMING TO SECTION 702.2 M.A.G. STANDARD SPECIFICATIONS
2. ASPHALTIC CONCRETE:
A. THICKNESS TWO AND A HALF (2 1/2") INCH MINIMUM PLACED IN ONE LIFT
B. MATERIAL: CONFORMING TO M.A.G. STANDARD SPECIFICATIONS 710 (WITHOUT LIME)
2 1/2" R-19mm MIX

C. SIDEWALKS
SIX (6) FOOT, MAX 1' IN 10' MEANDERING WALKWAY, DETACHED FROM C&G NO LESS THAN THREE (3) FEET, NON-REPETITIVE DESIGN



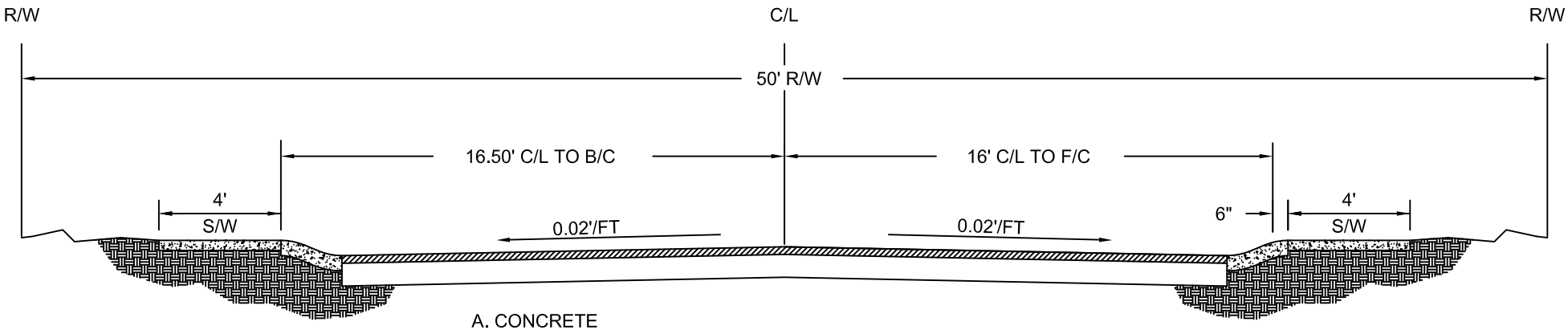
MIX DESIGN PER EAST VALLEY ASPHALT COMMITTEE

DETAIL NO. 26	TOWN OF GILBERT STANDARD DETAIL	LOCAL INDUSTRIAL STREET	REVISED 1/22/2009	DETAIL NO. 26



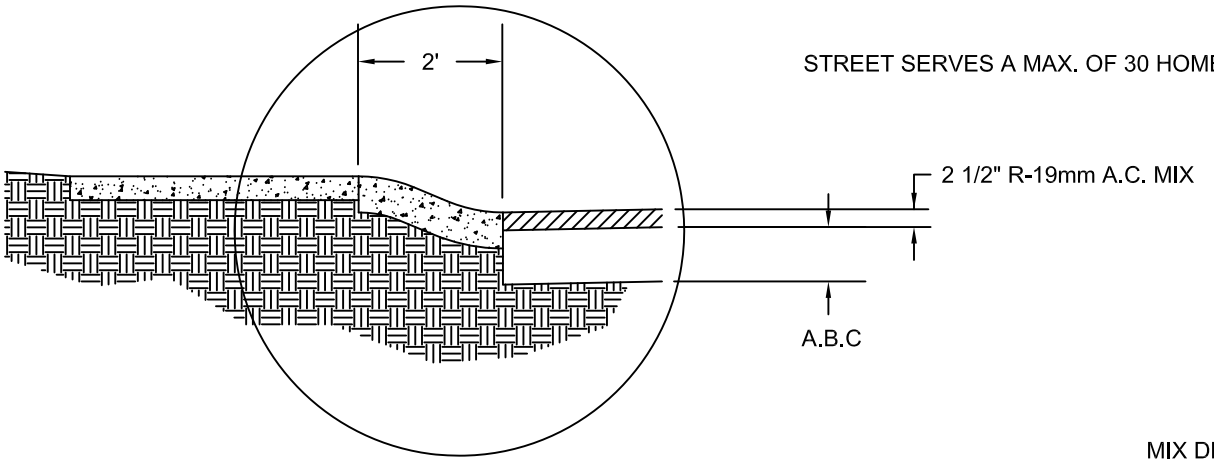
LOOKING NORTH & WEST

DETAIL NO. 26A	TOWN OF GILBERT STANDARD DETAIL	STANDARD UTILITY LOCATIONS FOR LOCAL INDUSTRIAL	REVISED 1/22/2009	DETAIL NO. 26A



A. CONCRETE
1. ROLL CURB: M.A.G. STANDARD DETAIL 220 TYPE C. ALL CONCRETE M.A.G. STD.SPEC. CLASS "B"
2. VERTICAL CURB: M.A.G. STANDARD DETAIL 220 TYPE A. ALL CONCRETE M.A.G. STD.SPEC. CLASS "B"
3. SIDEWALK: M.A.G. STANDARD DETAIL 230 ALL CONCRETE M.A.G. STD. SPEC. CLASS "B"

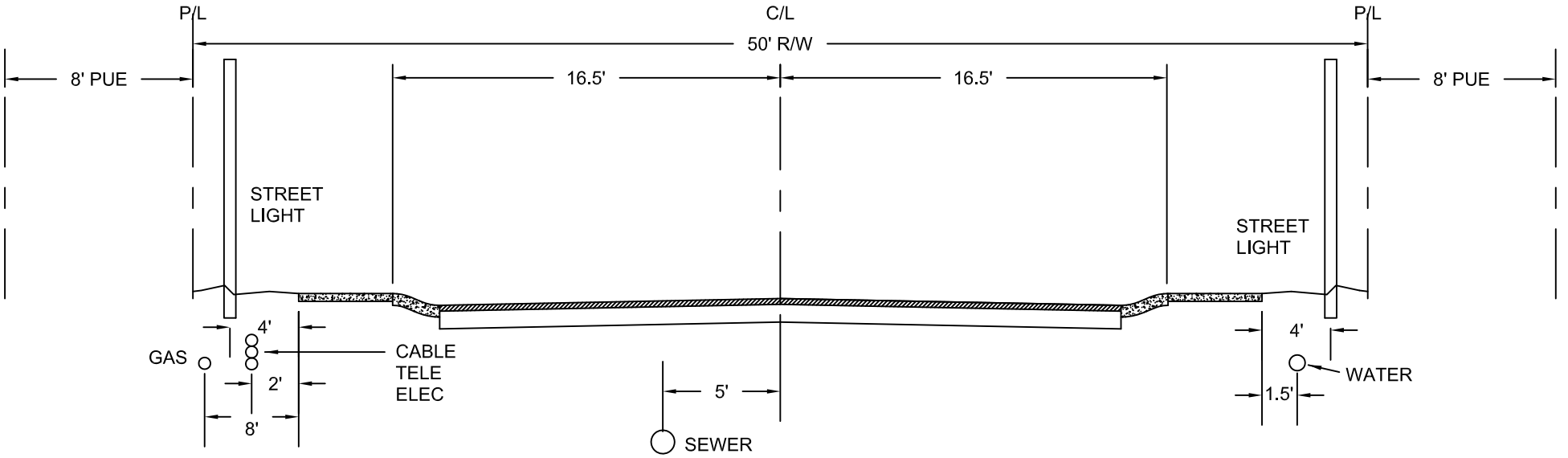
B. PAVING
1. AGGREGATE BASE COURSE:
A. THICKNESS: TOWN OF GILBERT STANDARD DETAIL 36
B. MATERIAL: CONFORMING TO SECTION 702.2 M.A.G. STANDARD SPECIFICATIONS
2. ASPHALTIC CONCRETE:
A. THICKNESS TWO AND A HALF (2 1/2") INCH MINIMUM PLACED IN ONE LIFT
B. MATERIAL: CONFORMING TO M.A.G. STANDARD SPECIFICATIONS 710 (WITHOUT LIME)
2 1/2" R-19mm MIX



STREET SERVES A MAX. OF 30 HOMES

MIX DESIGN PER EAST VALLEY ASPHALT COMMITTEE

DETAIL NO. 27	TOWN OF GILBERT STANDARD DETAIL	LOCAL STREET	REVISED 1/22/2009	DETAIL NO. 27



LOOKING NORTH & WEST

DETAIL NO. 27A	TOWN OF GILBERT STANDARD DETAIL	STANDARD UTILITY LOCATIONS FOR LOCAL STREETS	REVISED 1/22/2009	DETAIL NO. 27A

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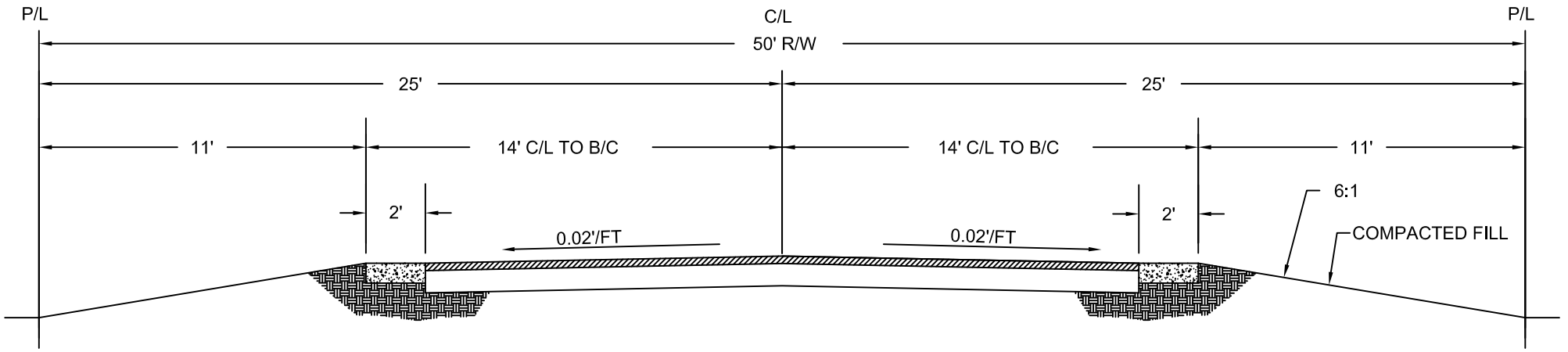
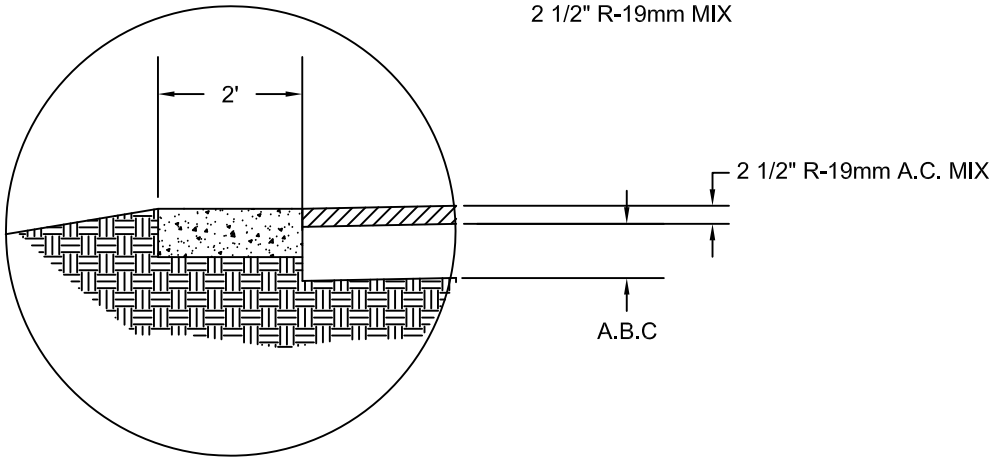


A. CONCRETE
1. CURB: M.A.G. STANDARD DETAIL 220 TYPE B. ALL CONCRETE M.A.G. STD.SPEC. CLASS "B"
ALL CONCRETE M.A.G. STD. SPEC. CLASS "B"

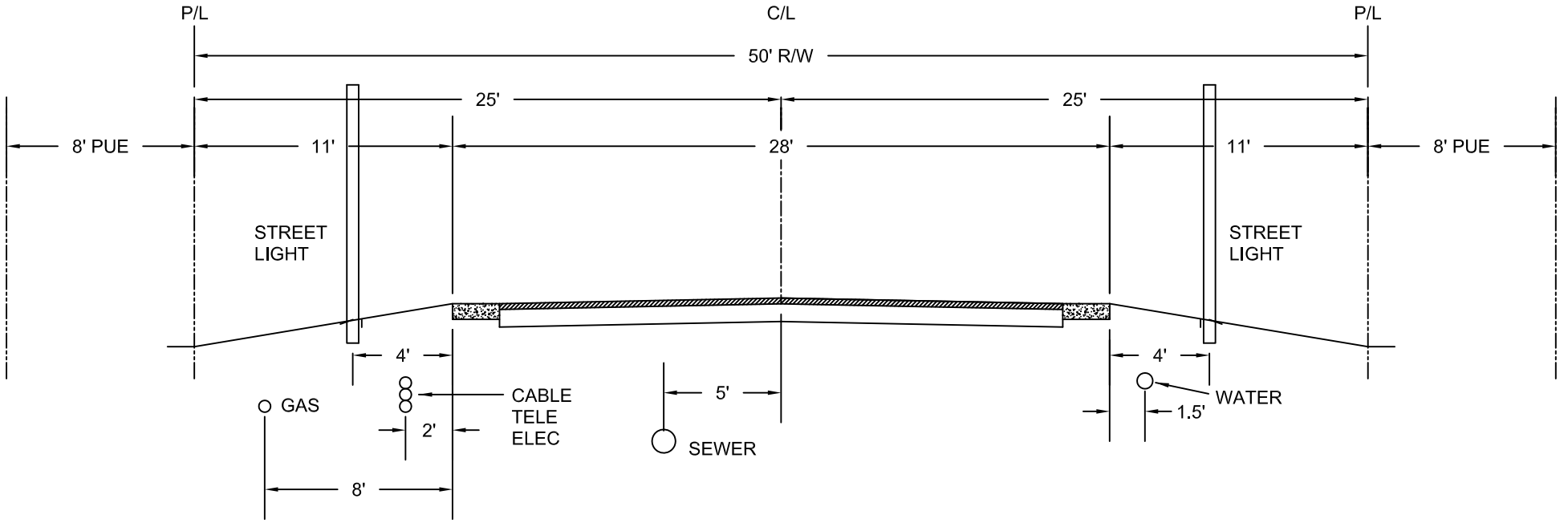
B. PAVING
1. AGGREGATE BASE COURSE:
A. THICKNESS: TOWN OF GILBERT STANDARD DETAIL 36
B. MATERIAL: CONFORMING TO SECTION 702.2 M.A.G. STANDARD SPECIFICATIONS
2. ASPHALTIC CONCRETE:
A. THICKNESS TWO AND A HALF (2 1/2") INCH MINIMUM PLACED IN ONE LIFT
B. MATERIAL: CONFORMING TO M.A.G. STANDARD SPECIFICATIONS 710 (WITHOUT LIME)
2 1/2" R-19mm MIX



NOTE:
THIS SECTION IS FOR LOTS
1 ACRE OR LARGER ONLY.

MIX DESIGN PER EAST VALLEY ASHPALT COMMITTEE.

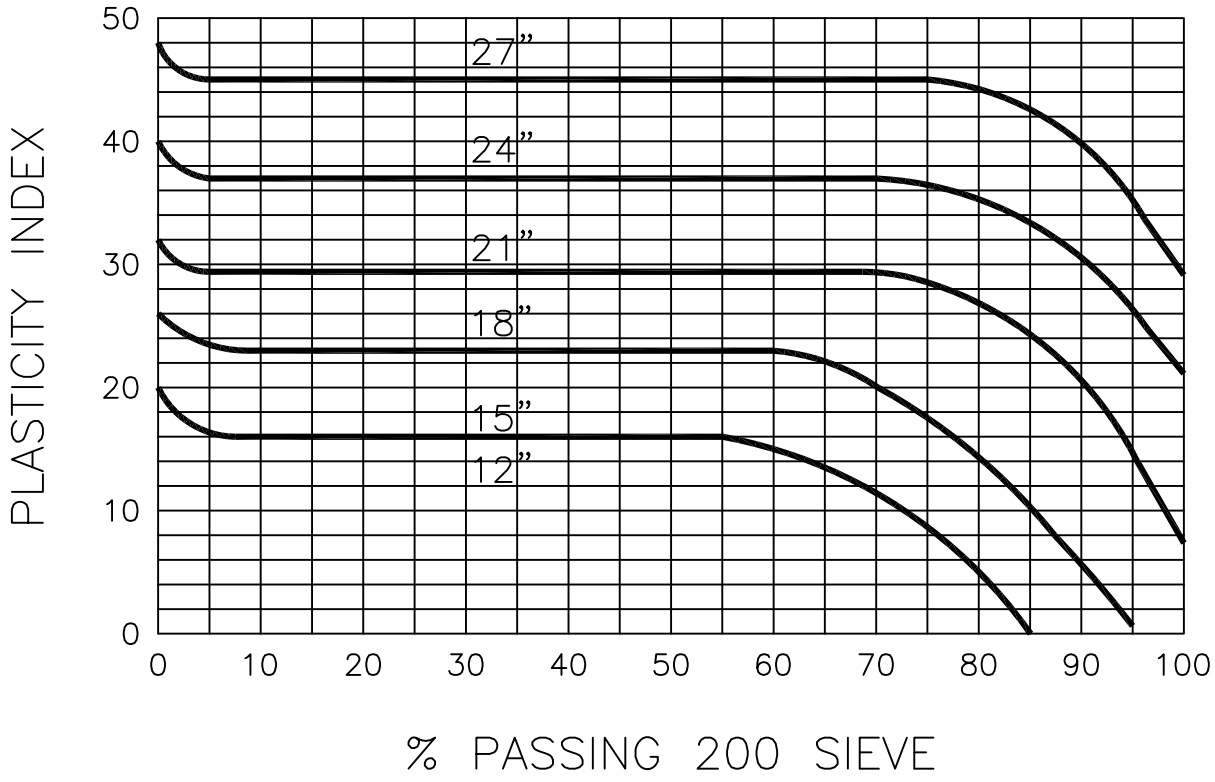
DETAIL NO. 28	TOWN OF GILBERT STANDARD DETAIL	AGRARIAN STREET	REVISED 1/22/2009	DETAIL NO. 28



LOOKING NORTH & WEST

DETAIL NO. 28A	TOWN OF GILBERT STANDARD DETAIL	STANDARD UTILITY LOCATIONS FOR AGRARIAN STREETS	REVISED 1/22/2009	DETAIL NO. 28A

BASE THICKNESS CHART



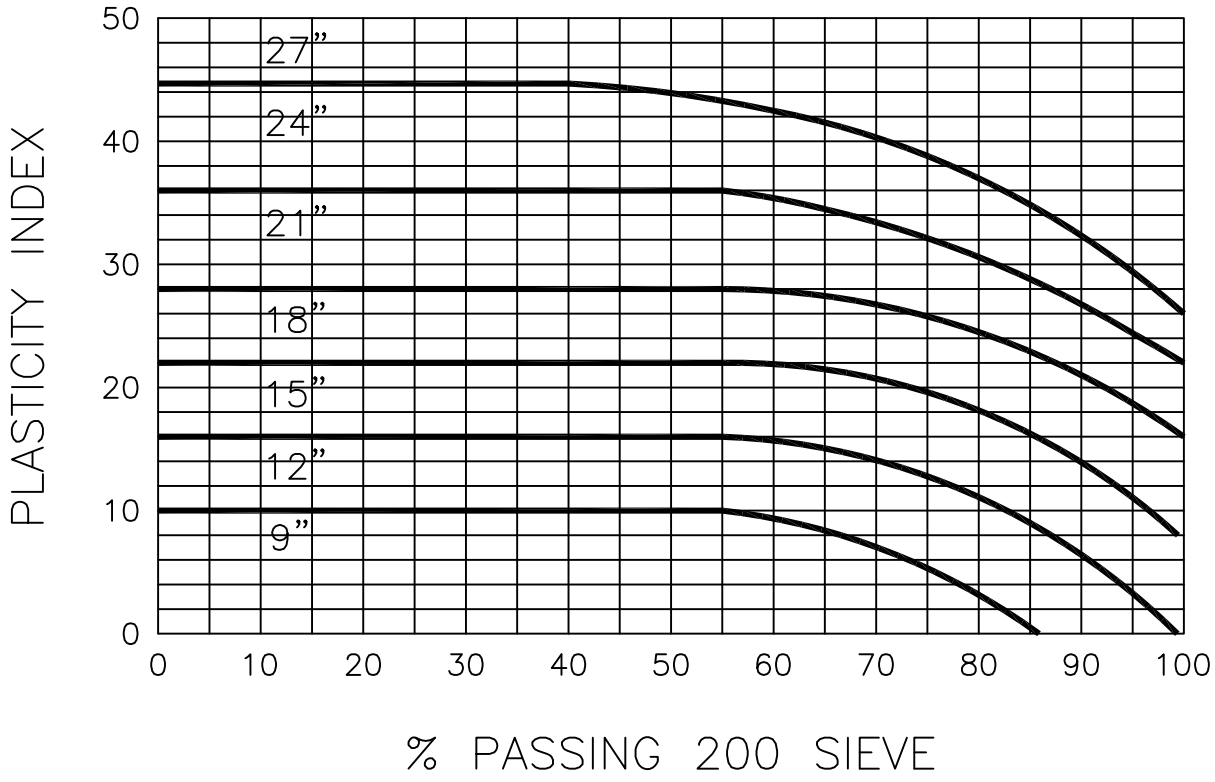
NOTE:

Top 4" of Base shall be ABC
Balance shall be ABC or Select Material

Minimum–Depth of flexible base course
Required under 4"(min) Bit. Surface

DETAIL NO. 33	TOWN OF GILBERT STANDARD DETAIL	DEPTH OF BASE COURSE	REVISED 1/2005	DETAIL NO. 33

BASE THICKNESS CHART

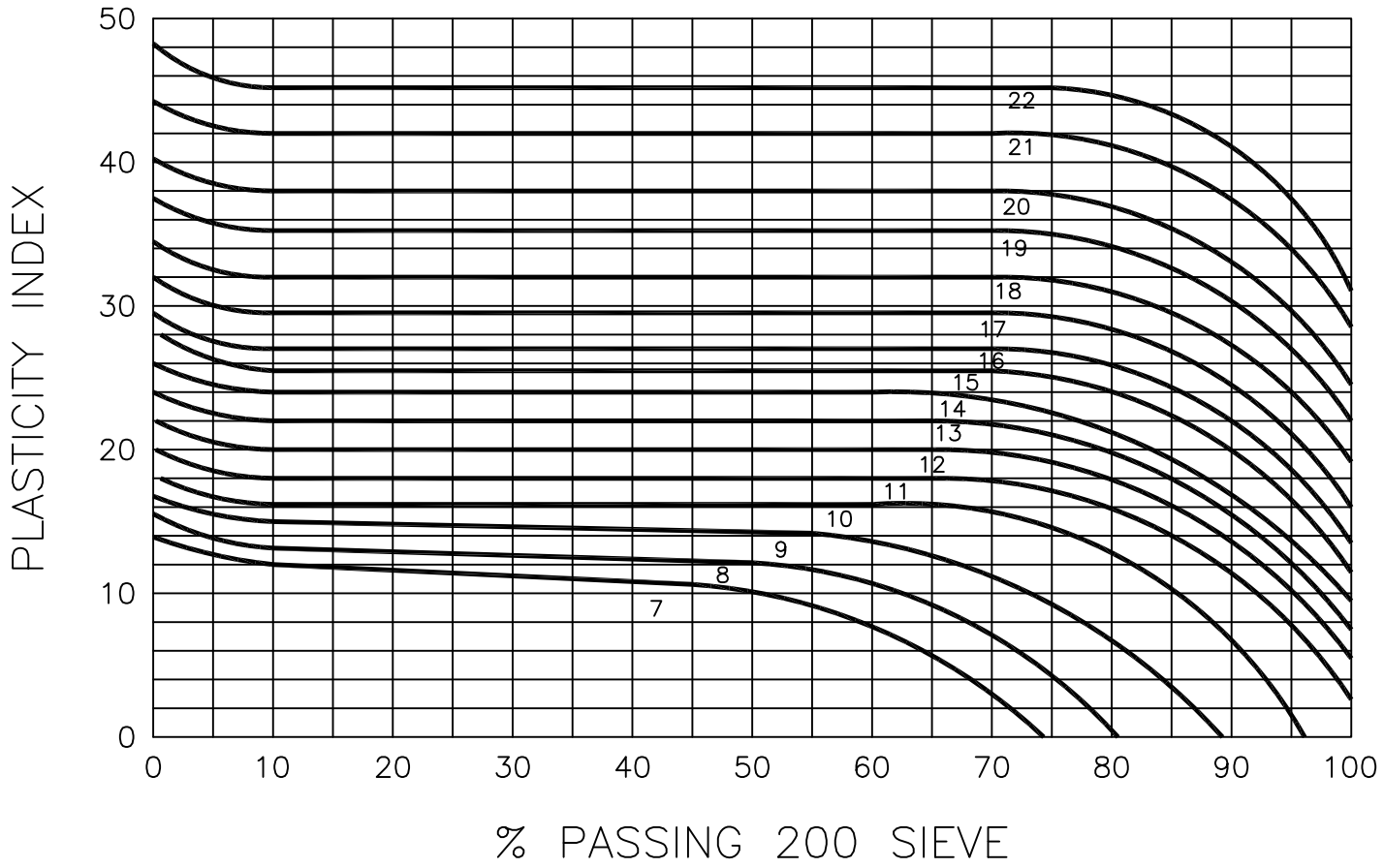


NOTE:

Top 4" of Base shall be ABC
Balance shall be ABC or Select Material

Minimum–Depth of flexible base course
Required under 2 1/2"(min) Bit. Surface

DETAIL NO. 34	TOWN OF GILBERT STANDARD DETAIL	DEPTH OF BASE COURSE	REVISED 1/2005	DETAIL NO. 34

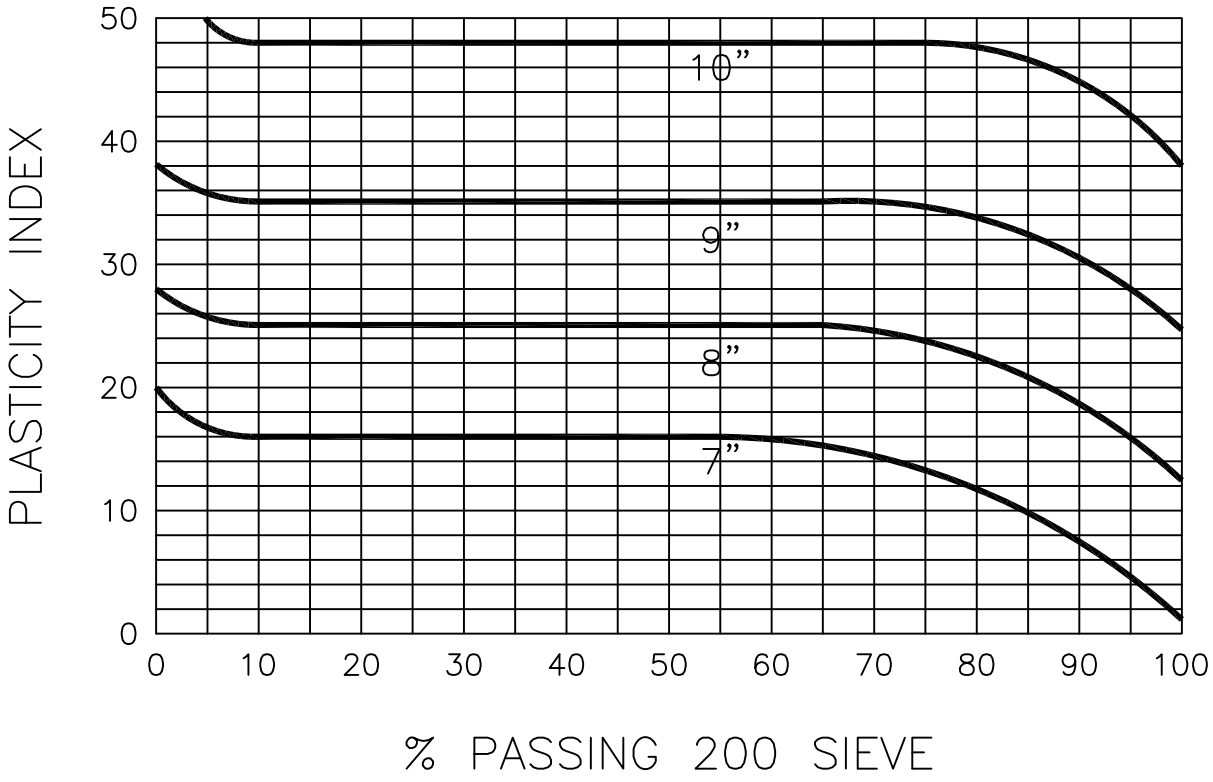


NOTE:

Top 4" of Base shall be ABC
Balance shall be ABC or Select Material

Minimum–Depth of flexible base course
Required under 2 1/2"(min) Bit. Surface

DETAIL NO. 35	TOWN OF GILBERT STANDARD DETAIL	DEPTH OF BASE COURSE	REVISED 1/2005	DETAIL NO. 35

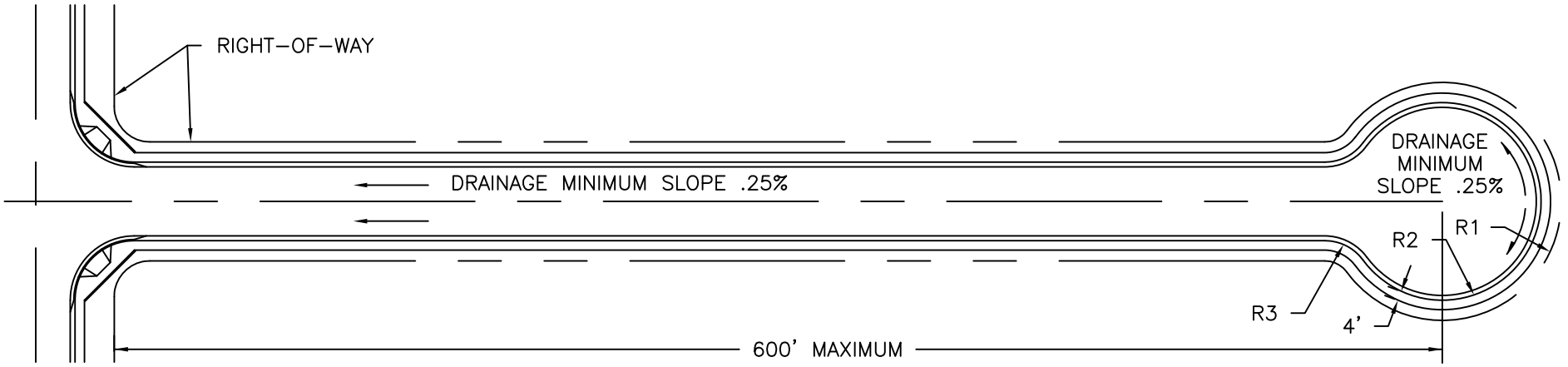


NOTE:

Top 4" of Base shall be ABC
Balance shall be ABC or Select Material

Minimum–Depth of flexible base course
Required under 2 1/2"(min) Bit. Surface

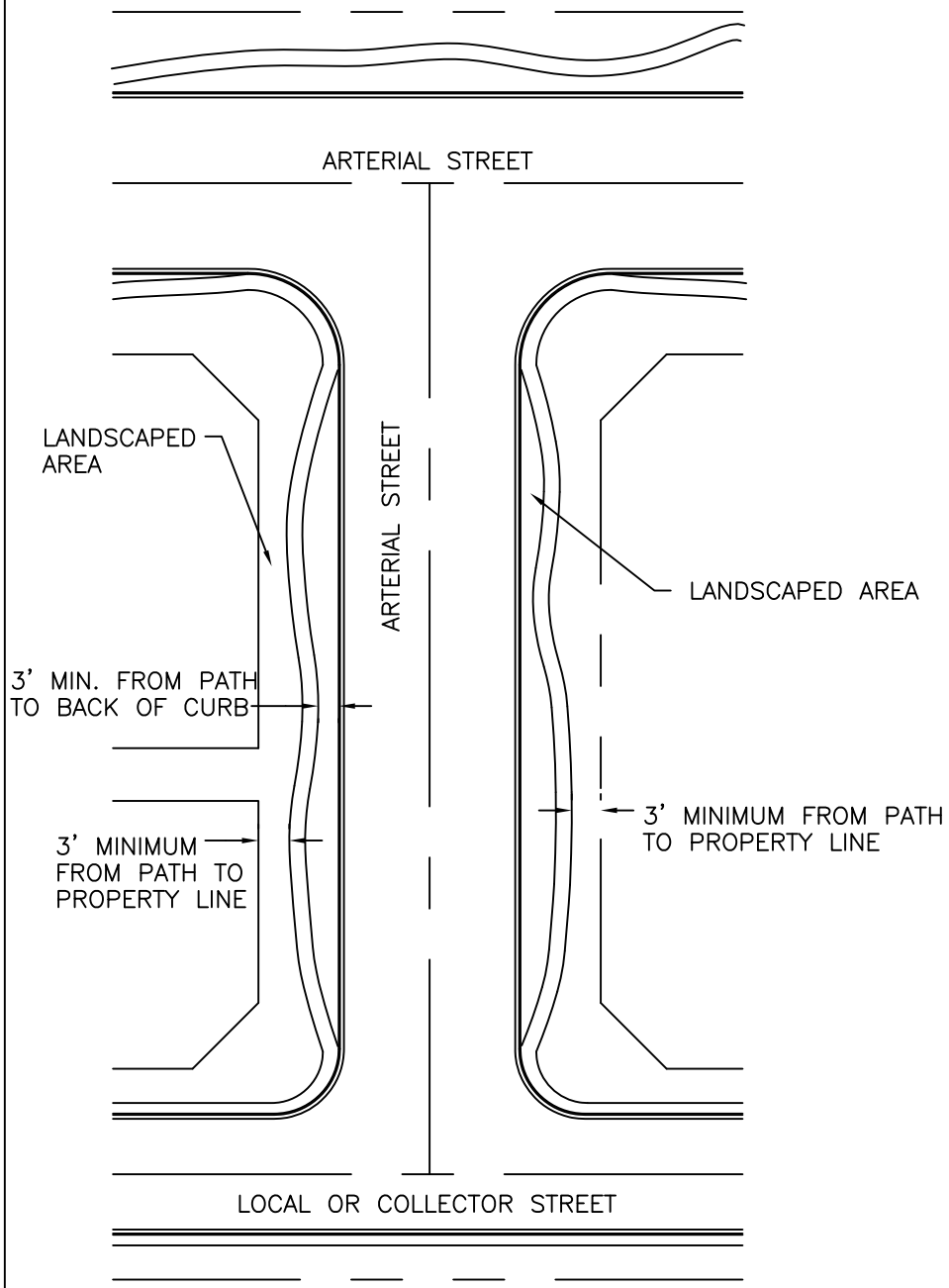
DETAIL NO. 36	TOWN OF GILBERT STANDARD DETAIL	DEPTH OF BASE COURSE	REVISED 1/2005	DETAIL NO. 36

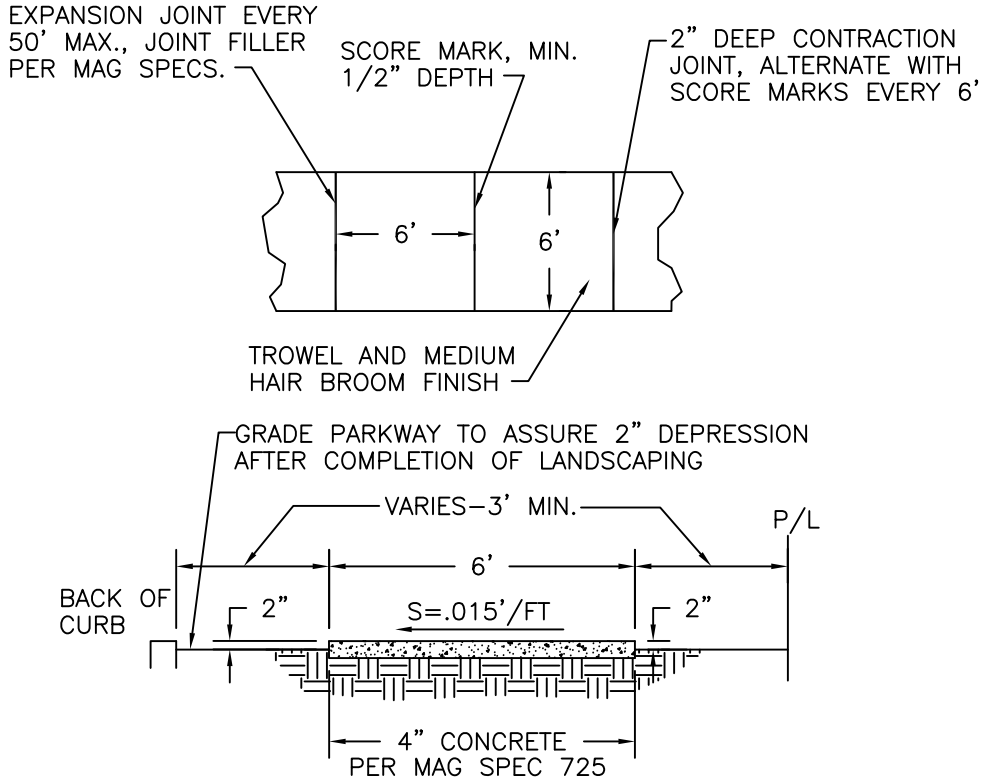


ALL STREETS
PAVEMENT SECTION TO CONFORM TO GILBERT STANDARD DETAIL 27

R1=64.50' MINIMUM (R/W)
R2=55.00' MINIMUM (F.O.C.)
R3=35.00' MINIMUM (F.O.C.)

DETAIL NO. 41	TOWN OF GILBERT STANDARD DETAIL	CUL–DE–SAC	REVISED 1/2005	DETAIL NO. 41





TYPICAL CROSS SECTION

BICYCLE PATH ALIGNMENT TO MEANDER BETWEEN THE LIMITS AS APPROVED BY THE TOWN ENGINEER.

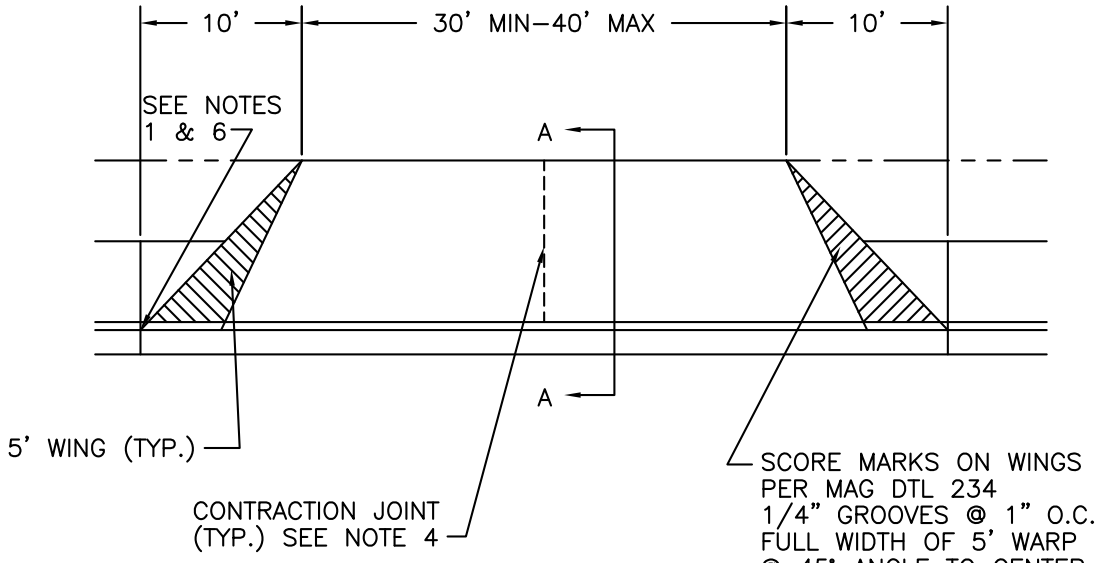
WHERE CONDITIONS PROHIBIT MEANDERING BICYCLE PATH, 6' BICYCLE PATH BEHIND CURB MAY BE INSTALLED WITH APPROVAL OF TOWN ENGINEER.

THICKEN BICYCLE PATH TO 6" BEHIND DRIVEWAY AND ALLEY ENTRANCES.

ALLEY ENTRANCES SHALL EXTEND A MAXIMUM OF 5' BACK OF CURB AT BICYCLE PATHS.

MAINTAIN MINIMUM OF 18" HORIZONTAL CLEARANCE BETWEEN BICYCLE PATH AND EXISTING OBSTRUCTIONS. REMOVE AND/OR RELOCATE ALL OBSTRUCTIONS IN ALIGNMENT OF BICYCLE PATH.

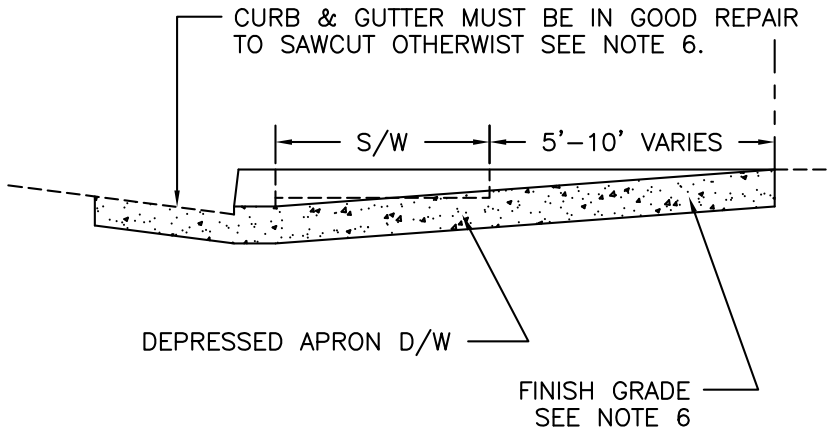
DETAIL NO. 42	TOWN OF GILBERT STANDARD DETAIL	MEANDERING SIDEWALK	REVISED 1/2005	DETAIL NO. 42



NOTES:

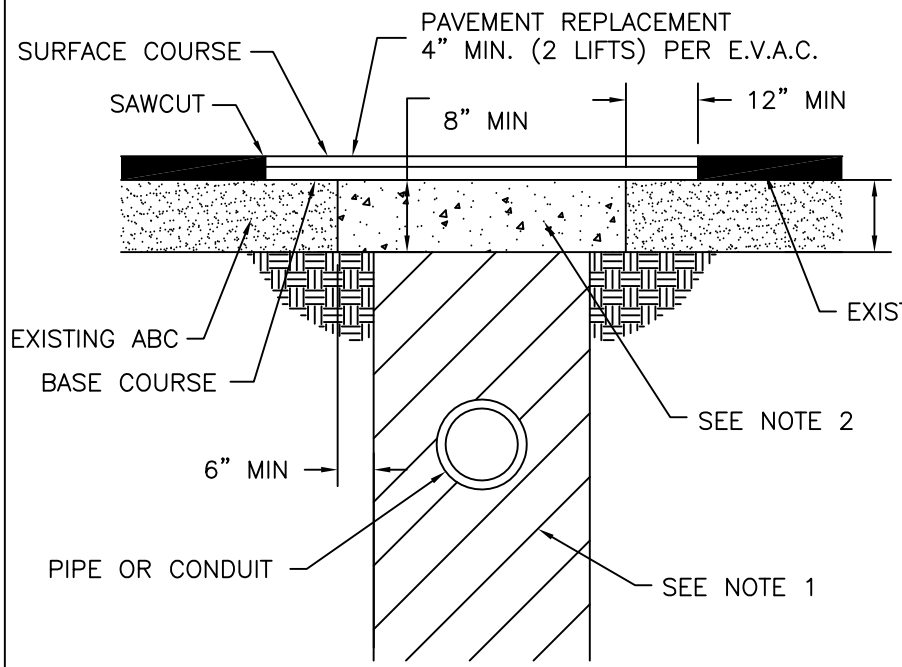
1. EXPANSION JOINTS TO BE CONSTRUCTED AT EACH SIDE OF DRIVEWAY DEPRESSION AT POINTS OF CURVATURE AND AT ALL RIGID STRUCTURES.
2. ALL CONCRETE SHALL BE CLASS A AS PER SECTION 725.
3. ALL COMMERCIAL DRIVEWAYS AND ALLEY ENTRANCES ARE TO BE 8' THICK.
4. WHEN A DRIVEWAY WIDTH EXCEEDS 14', PROVIDE A CONTRACTION JOINT AT DRIVEWAY CENTERLINE.
5. FINISH GRADE ELEVATION AT THE BACK EDGE OF DRIVEWAY SHALL EQUAL THE TOP OF CURB ELEVATION, PLUS 0.015 TIMES THE DISTANCE FROM BACK OF CURB TO BACK OF DRIVEWAY, UNLESS OTHERWISE DETAILED ON THE PLANS AND APPROVED BY THE TOWN. TRANSITION FROM THE BACK EDGE OF DRIVEWAY TO THE EXISTING OR PROPOSED SURFACE SHALL BE AS NOTED ON THE PLANS.
6. WHEN INSTALLING A DRIVEWAY IN EXISTING SIDEWALK AND/OR CURB, THE FOLLOWING NOTES APPLY:

A. REMOVE CURB ONLY WHEN CONSTRUCTING NEW DEPRESSION IN EXISTING CURB. DAMAGED GUTTER SHALL BE REMOVED WHERE INDICATED AS DIRECTED BY ENGINEER. SEE SECTIONS AT RIGHT.
B. SIDEWALK MUST BE SAWCUT TO FULL DEPTH OR REMOVED TO NEXT EXPANSION JOINT.
C. ENTIRE EXISTING CURB AND GUTTER SECTION SHALL BE REPLACED TO NEXT EXPANSION JOINT OR EXISTING CURB ONLY MAY BE REMOVED BY SAWCUTTING CURB AND GUTTER SECTION AT FLOWLINE OF GUTTER.

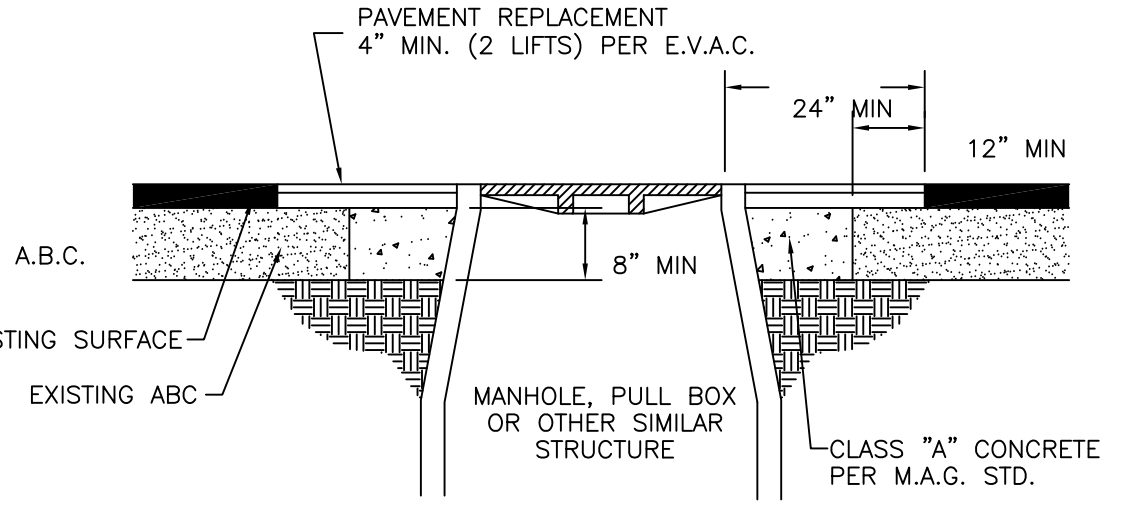


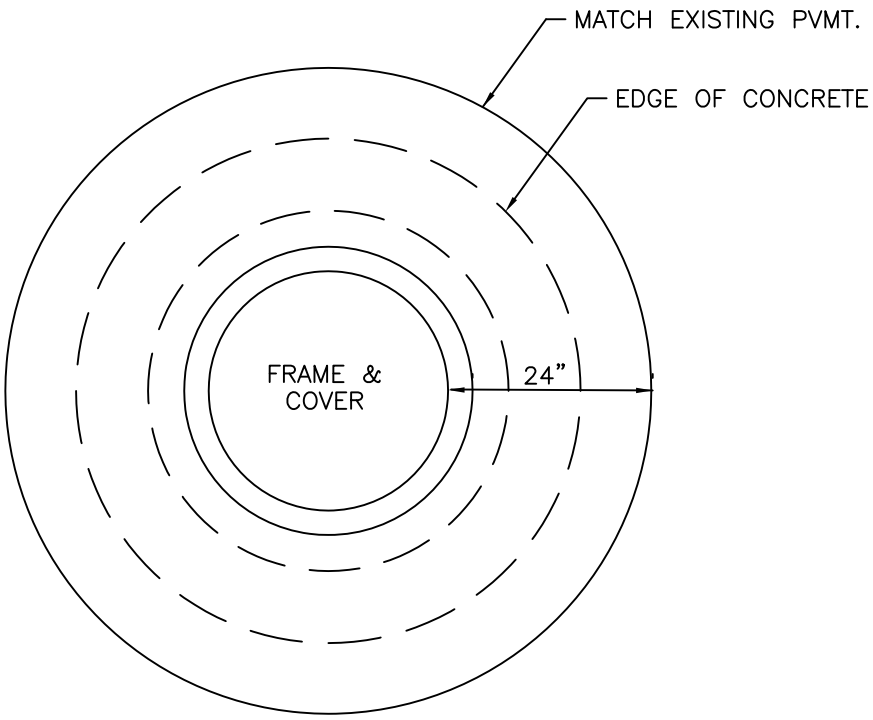
SECTION A–A

DETAIL NO. M–42	TOWN OF GILBERT STANDARD DETAIL	COMM. DRIVEWAY	REVISED 1/2005	DETAIL NO. M–42



"T"–TOP





MANHOLE ADJUSTMENT

NOTES:

1. FULL DEPTH, HALF SACK CLSM SLURRY PER M.A.G SPEC. 604 AND 728
2. HALF SACK CLSM SLURRY PER M.A.G. STD. THICKNESS AND M.A.G. SPEC 604 AND 728 TO MATCH EXISTING A.B.C. OR 8" MINIMUM
3. FOR TRANSVERSE TRENCH ONLY.

E.V.A.C. DENOTES EAST VALLEY ASPHALT COMMITTEE

DETAIL NO. 45	TOWN OF GILBERT STANDARD DETAIL	BACKFILL, PAVEMENT & SURFACE REPLACEMENT	REVISED 4/2013	DETAIL NO. 45

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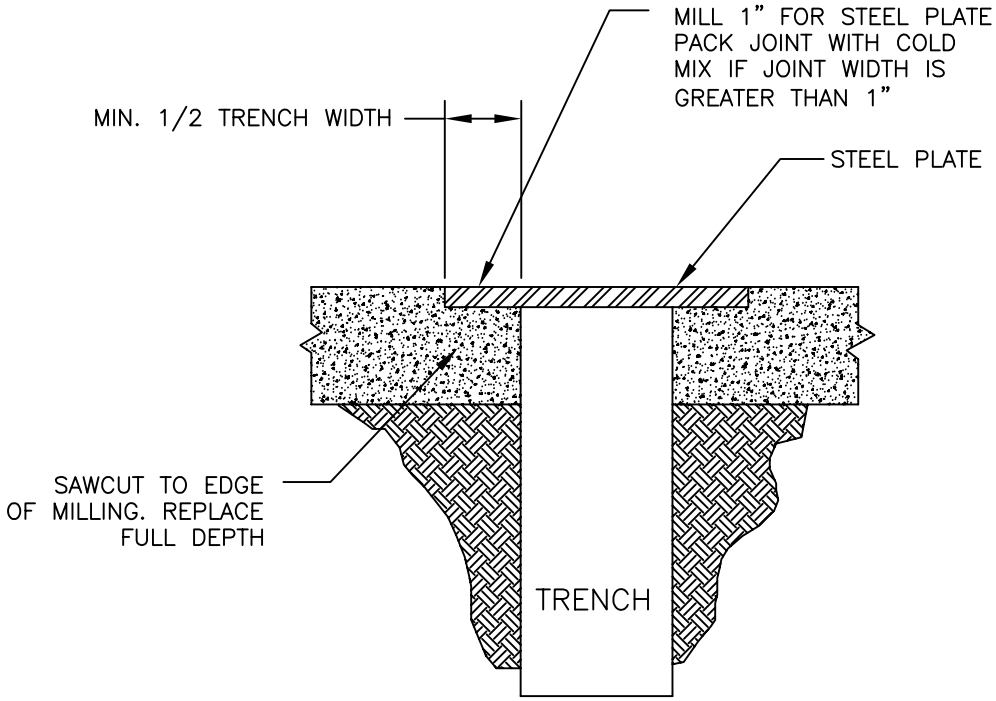
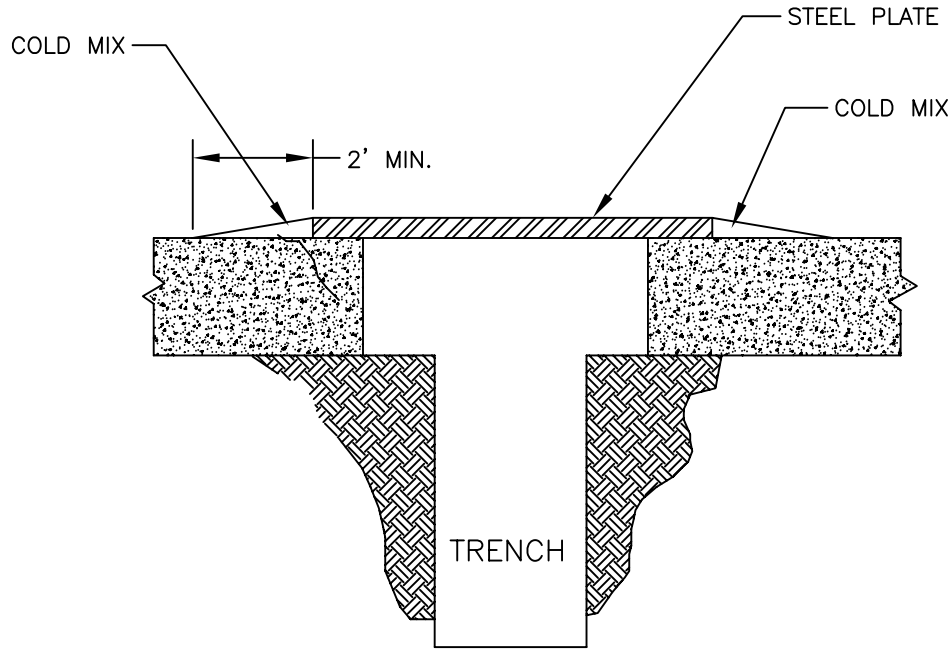
NOTES:

1. THE CONTRACTOR SHALL PROVIDE ADEQUATE OVERLAP OF PLANE ON ASPHALT TO ASSURE NO SLIPPAGE OF PLATE AND NO COLLAPSING OF TRENCH.
2. "POSTED SPEED" DOES NOT INCLUDE TEMPORARY CONSTRUCTION SIGNING.
3. MINIMUM PLATE SIZE OF 4'X4'X1' CAN BE USED ON EXCAVATION OF 2' WIDE OR 2 SQUARE FEET. LARGER PLATES ARE REQUIRED FOR ANY EXCAVATION LARGER THAN THOSE LISTED ABOVE. PLATES SMALLER THAN 4'X4'X1' ARE NOT ALLOWED IN THE TOWN ROW



TYPE "A" PLATING

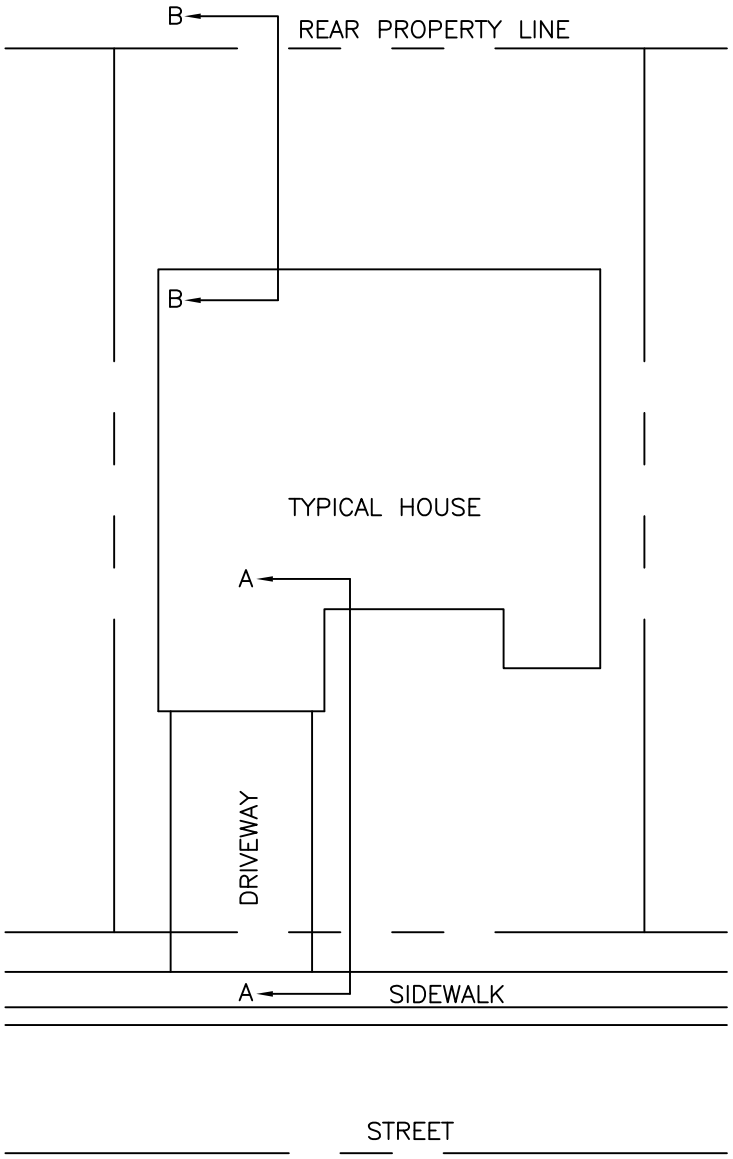
TOWN POSTED SPEEDS OF 30 MPH AND GREATER OR BUS OR TRUCK ROUTES

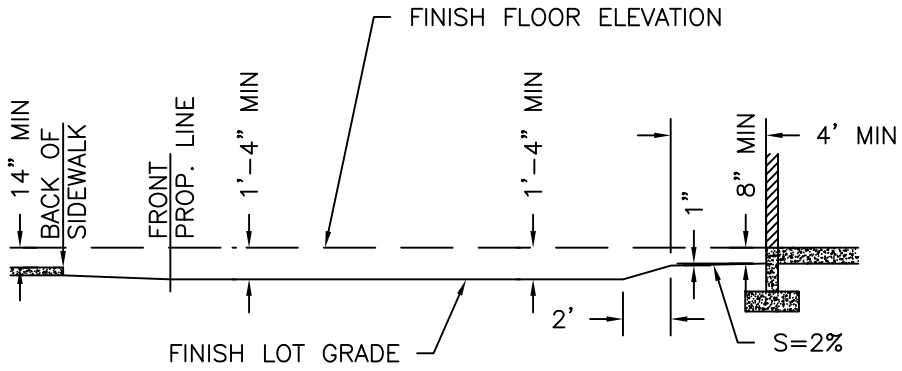


TYPE "B" PLATING

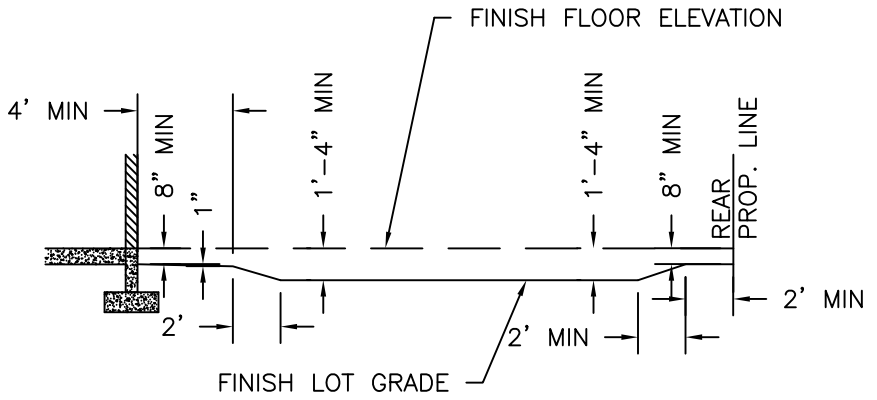
TOWN POSTED SPEEDS UNDER 30 MPH

DETAIL NO. 46	TOWN OF GILBERT STANDARD DETAIL	TRENCH PLATING	REVISED 1/2005	DETAIL NO. 46



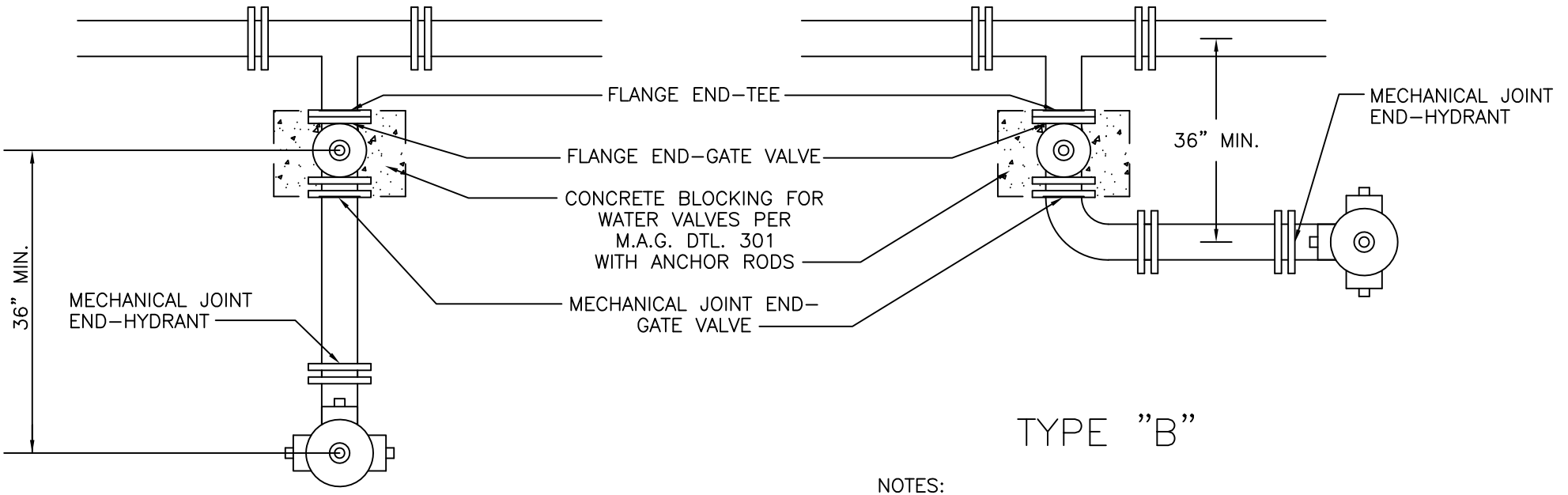


SECTION A–A FRONT LOT



SECTION B–B REAR LOT

DETAIL NO. 50	TOWN OF GILBERT STANDARD DETAIL	GRADING FOR IRRIGATED LOT	REVISED 1/2005	DETAIL NO. 50

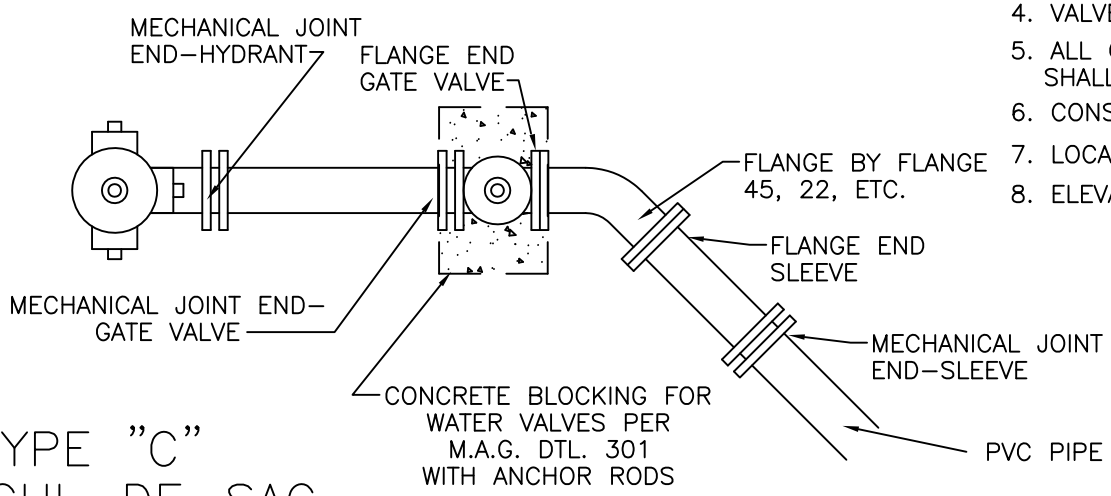


TYPE "B"

NOTES:

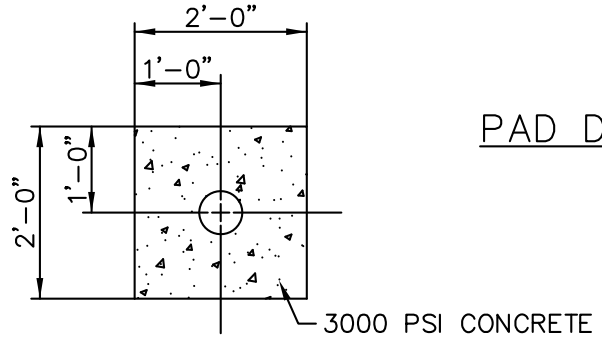
1. FIRE HYDRANT VALVES SHALL BE RESTRAINED TO MAIN LINE FITTING BY FLANGE.
2. FIRE HYDRANTS SHALL CONFORM TO T.O.G. FIRE HYDRANT SPECIFICATIONS.
3. CONNECTIONS SHALL BE 2 1/2" N.S. & 4 1/2" N.S. THREADS.
4. VALVE BOX INSTALL PER M.A.G. DTL. 391–1–C.
5. ALL CONNECTIONS FROM THE MAIN LINE FITTING TO THE HYDRANT SHALL BE DUCTILE IRON.
6. CONSTRUCT DRAIN PIT PER M.A.G. DTL. 360.
7. LOCATE FIRE HYDRANT PER M.A.G. DETAIL 362
8. ELEVATION OF FIRE HYDRANT SHALL BE PER M.A.G. DETAIL 360

TYPE "A"

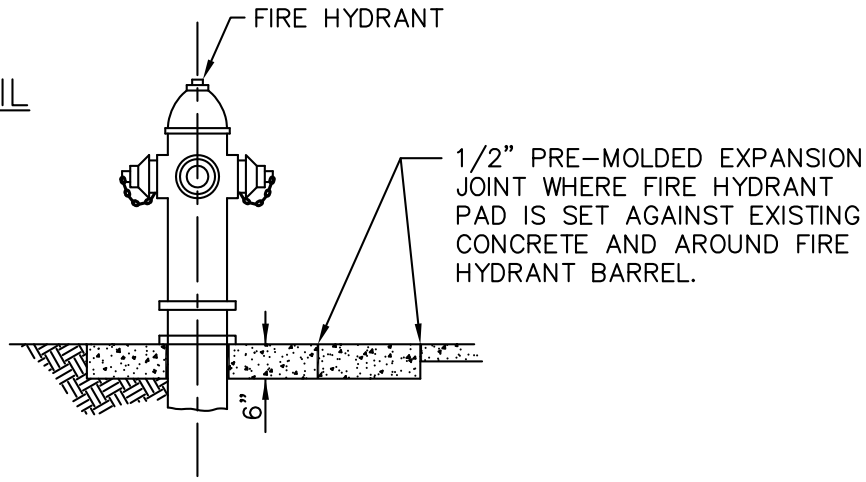


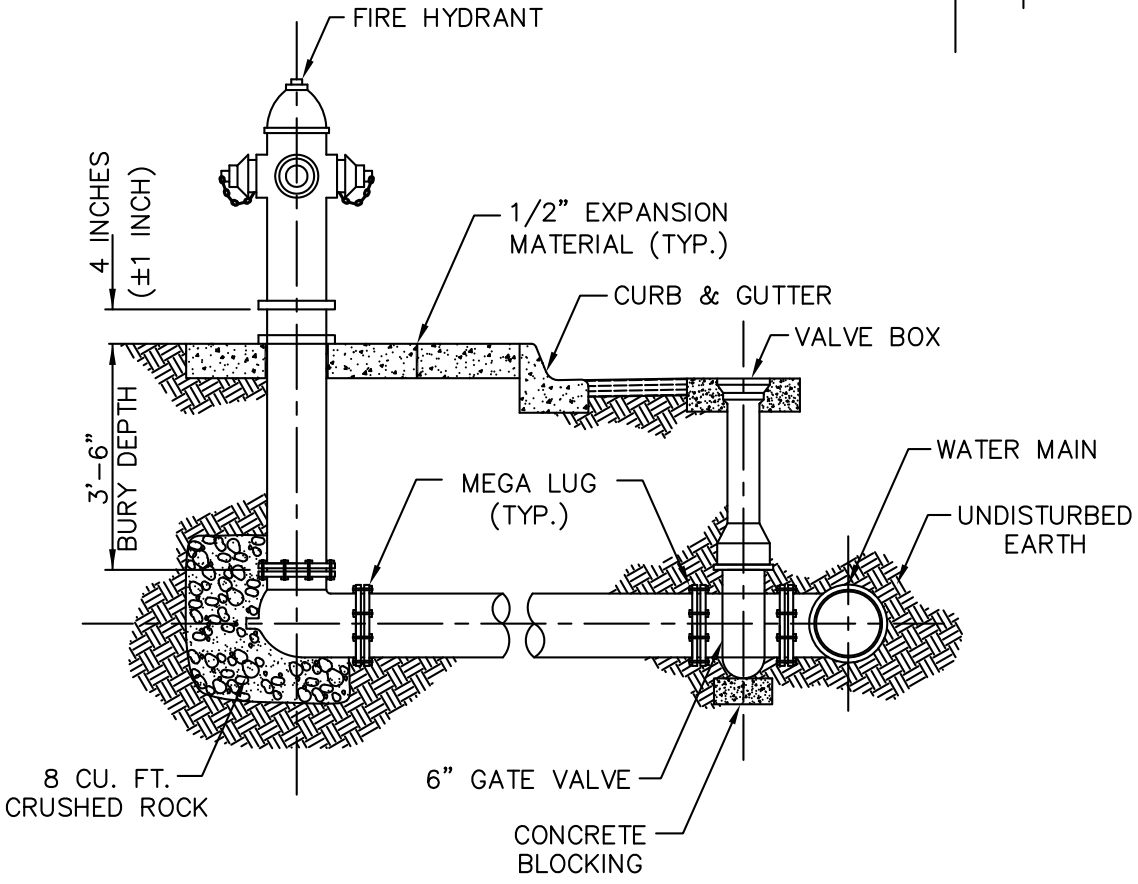
TYPE "C"
FOR CUL–DE–SAC

DETAIL NO. 60	TOWN OF GILBERT STANDARD DETAIL	FIRE HYDRANT	REVISED 8/2008	DETAIL NO. 60

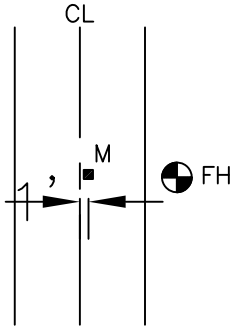


PAD DETAIL

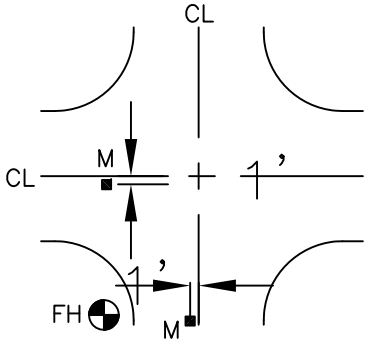




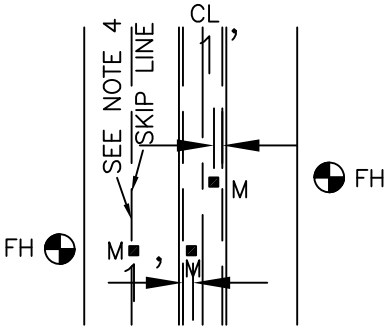
DETAIL NO. 60A	TOWN OF GILBERT STANDARD DETAIL	FIRE HYDRANT DETAIL	REVISED 8/2008	DETAIL NO. 60A



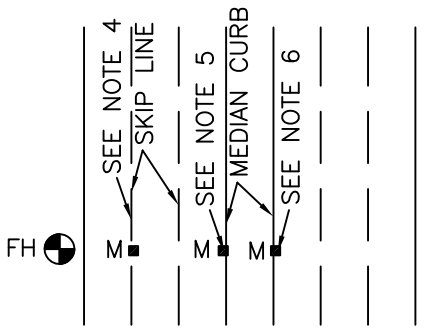
MIDBLOCK LOCAL



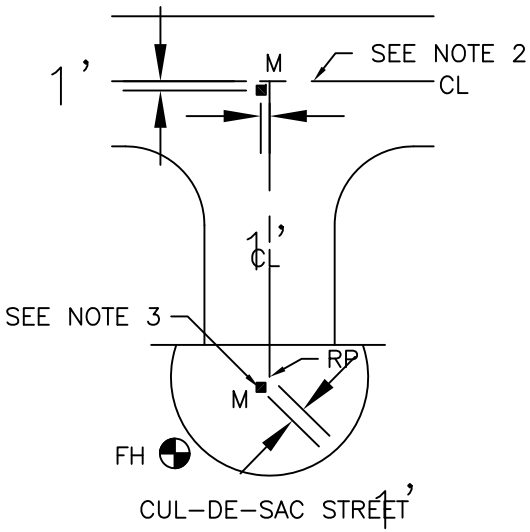
LOCAL CROSS INTERSECTION



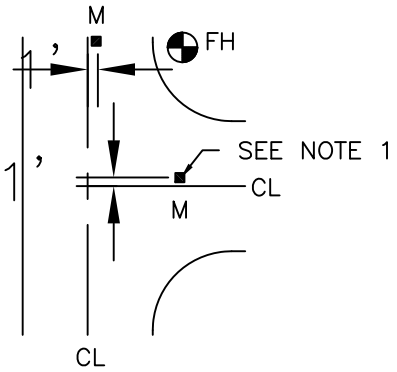
MIDBLOCK WITH CENTER LANE OR SKIP LINES



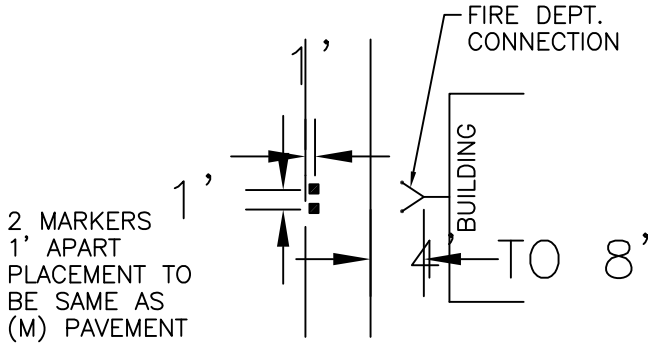
MIDBLOCK WITH RAISED MEDIAN



CUL–DE–SAC STREET

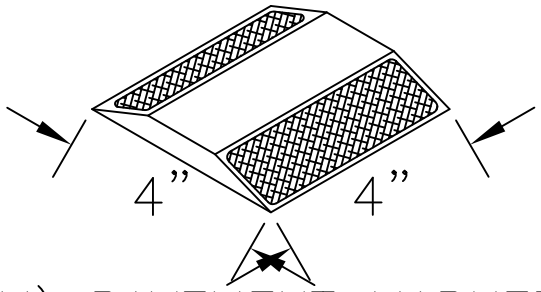


LOCAL 'T' INTERSECTION



2 MARKERS 1' APART PLACEMENT TO BE SAME AS (M) PAVEMENT MARKERS FOR HYDRANTS

FIRE DEPT. CONNECTION



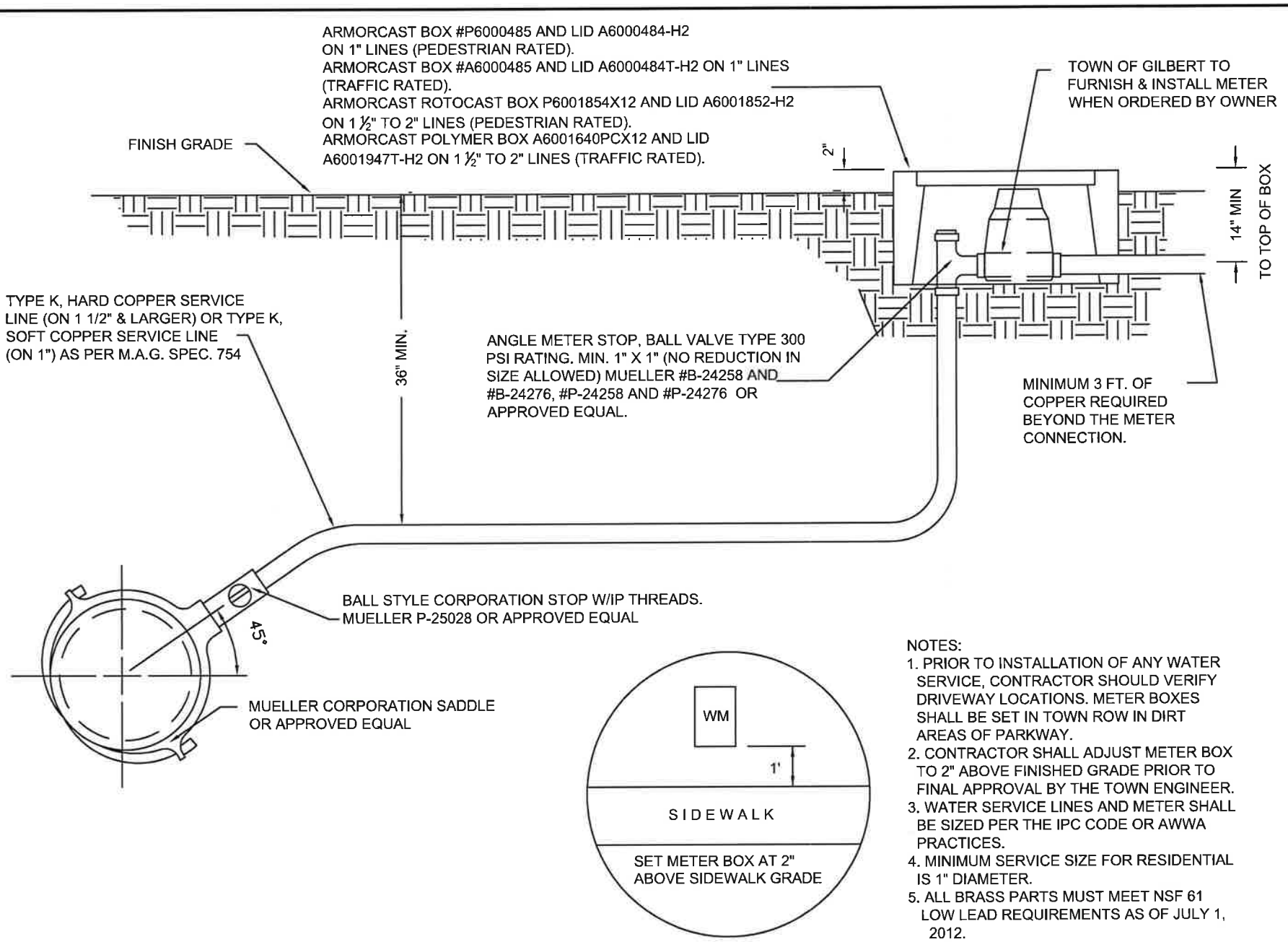
(M) PAVEMENT MARKER

(2–WAY REFLECTIVE BLUE)

NOTES:

1. NOT REQUIRED ON DEAD END STREETS WITHOUT HYDRANTS.
2. PLACE ON HYDRANT SIDE OF THE CENTERLINE.
3. NOT REQUIRED WHEN CUL–DE–SAC IS LESS THAN 250'.
4. TO BE PLACED IN LINE WITH SKIP LINE.
5. PLACED ON GUTTER OR ADJACENT TO CURB.
6. PLACE ON TOP OF CURB. (THIS LOCATION OPTIONAL)
7. PAVEMENT MARKERS SHALL NOT BE PLACED WITHIN ONE FOOT OF A PAINT LINE. (CENTER TO CENTER)

DETAIL NO. 61	TOWN OF GILBERT STANDARD DETAIL	PAVEMENT MARKERS FOR FIRE HYDRANTS	REVISED 1/2005	DETAIL NO. 61



NOTES:

1. PRIOR TO INSTALLATION OF ANY WATER SERVICE, CONTRACTOR SHOULD VERIFY DRIVEWAY LOCATIONS. METER BOXES SHALL BE SET IN TOWN ROW IN DIRT AREAS OF PARKWAY.
2. CONTRACTOR SHALL ADJUST METER BOX TO 2" ABOVE FINISHED GRADE PRIOR TO FINAL APPROVAL BY THE TOWN ENGINEER.
3. WATER SERVICE LINES AND METER SHALL BE SIZED PER THE IPC CODE OR AWWA PRACTICES.
4. MINIMUM SERVICE SIZE FOR RESIDENTIAL IS 1" DIAMETER.
5. ALL BRASS PARTS MUST MEET NSF 61 LOW LEAD REQUIREMENTS AS OF JULY 1, 2012.

GILBERT ARIZONA	STANDARD DETAIL	1" TO 2" WATER SERVICE INSTALLATION	APPROVED TOWN ENGINEER	12-12-13 DATE	DETAIL NO. 62

DETAIL #1

DETAIL #2

DETAIL #3

NOTES:

FIRE LANE NO PARKING SIGNS SHALL BE INSTALLED AS FOLLOWS:

- ONE AT THE BEGINNING OF THE RESTRICTION AND ONE AT THE END OF THE RESTRICTION, WITH ARROWS POINTING IN THE DIRECTION OF THE FIRE LANE RESTRICTION. (SEE DETAILS #1 & 2).

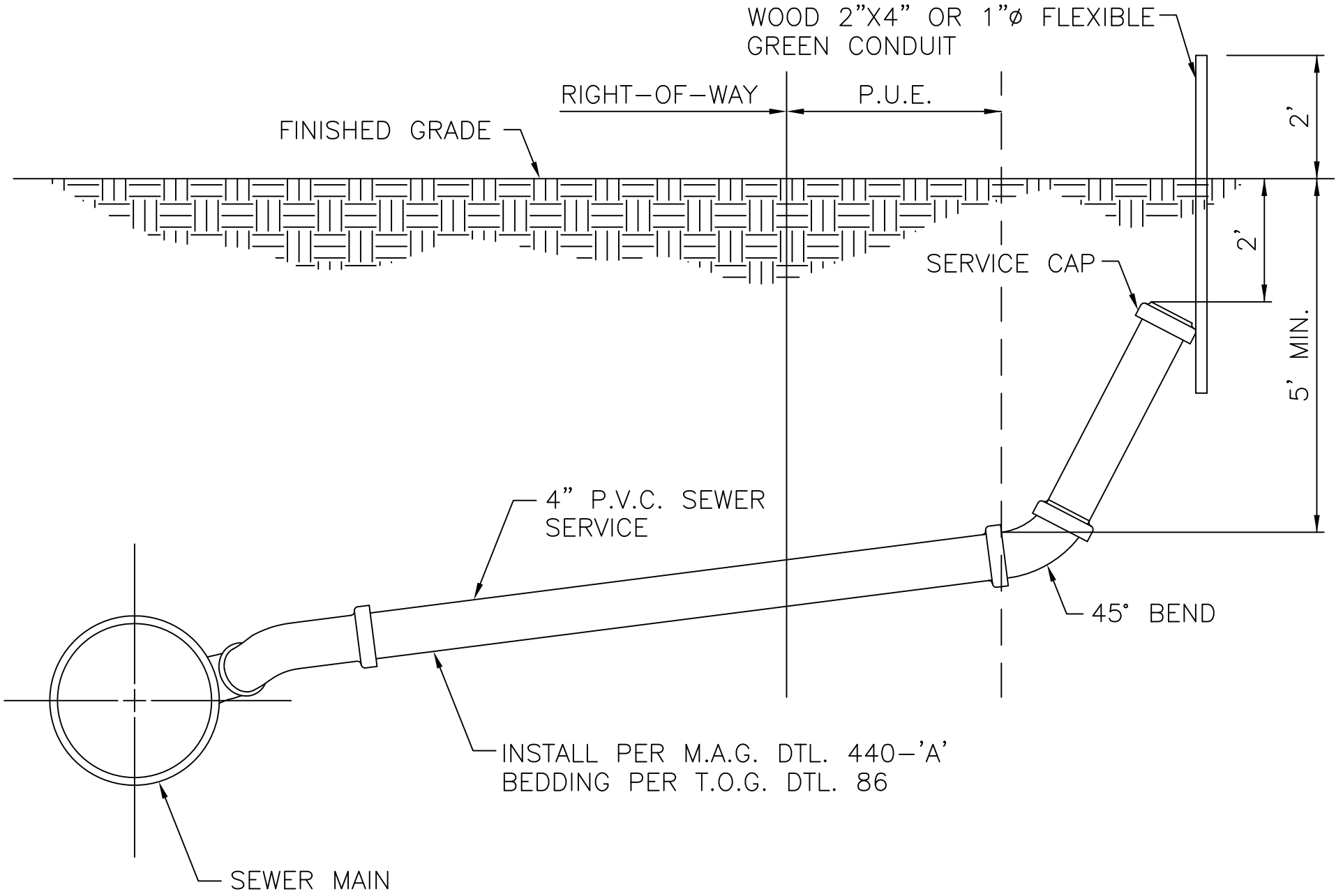
- ONE SPACED EVENLY A MAXIMUM OF EVERY ONE HUNDRED (100) FEET WITHIN THE RESTRICTED AREA (DETAIL #3). SOME AREAS MAY REQUIRE REDUCED SIGN SPACING AT THE DISCRETION OF THE FIRE CODE OFFICIAL. IN CURVED CURBS/ZONES AND AREAS THAT PRESENT VISUAL OBSTACLES, SIGNS NEED TO BE VISIBLE FROM ANY POINT ALONG THE RESTRICTION.

2" LETTERS ARE 5/8" WIDE.
1 1/2" LETTERS ARE 1/2" WIDE.
3/4" LETTERS ARE 1/8" WIDE.
ALL LETTERS ARE RED WITH A WHITE BACKGROUND.

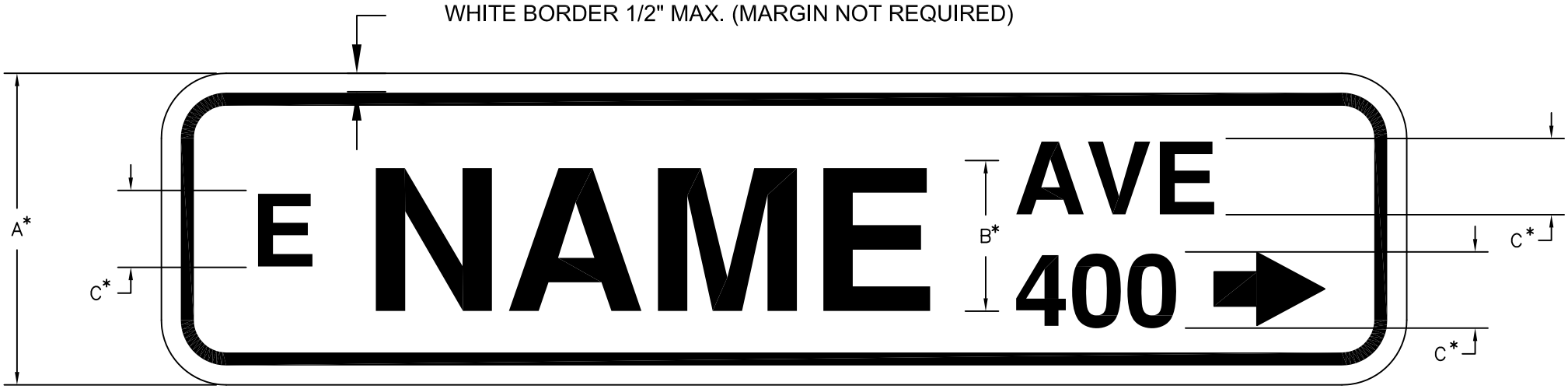
THE SIGNS ARE TO BE MOUNTED ON 1 3/4" OR 2" SQUARE TUBING AND MOUNTED PER TOG STANDARD DETAIL 79. SIGN SHALL BE PLACED PARALLEL TO THE ROAD.

THE BOTTOM OF THE SIGN IS TO BE 7' ABOVE GRADE. THESE SIGNS ARE NOT SUPPLIED BY THE TOWN OF GILBERT.

DETAIL NO. 63	TOWN OF GILBERT STANDARD DETAIL	TOWN OF GILBERT FIRE DEPT. FIRE LANE SIGN DETAIL	REVISED 8/18/2011	DETAIL NO. 63



DETAIL NO. 64	TOWN OF GILBERT STANDARD DETAIL	4" SEWER SERVICE INSTALLATION	REVISED 08/2008	DETAIL NO. 64



LAYOUT ONLY, SEE BELOW FOR LETTER STYLE.

1. LENGTH: DEPENDS ON LENGTH OF STREET NAME (LEGEND).
2. METAL: 6" FLAT, .080 GAUGE, 6061-T6 OR 5052-H3B ALLOY SHEET ALIMINUM.
3. REFELECTIVE SHEETING: COPY AND BACKGROUND SHALL BE 3-M TYPE XI OR EQUIVALENT. MATCH COMPONENT SYSTEM.
4. LETTERS, NUMBERS, ETC. TO BE PRESSURE SENSITIVE ACRYLIC EC FILM.
5. LETTERS, NUMBERS AND SPACING SHALL BE PER U.S. DEPARTMENT OF TRANSPORTATION STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS SERIES B.
6. COLOR: TO BE PER LATEST ADOT STANDARDS WITH THE BACKGROUND GREEN AND THE COPY (BORDER AND LEGEND) WHITE WITH THE EXCEPTION OF PRIVATE STREETS WHICH SHALL HAVE A BLUE BACKGROUND.
7. SIGN PANELS SHALL BE FREE OF BUCKLES, WARPS, DENTS, COCKLES, BURPS AND DEFECTS RESULTING FROM FABRICATIONS AND SHIPPING.
8. PRESSURE SENSITIVE COPY MUST PROVIDE MINIMUM 10 YEAR DURABILITY WITH PREMATURE FAILURE DUE TO NATURAL WEATHERING OR SIGN TO BE REPLACED BY VENDOR AT NO CHARGE TO THE TOWN OF GILBERT. FAILURE IS INTERPRETED TO BE CRACKING OR PEELING OF BACKGROUND OR LEGEND FROM NORMAL WEATHERING.
9. THE SIGN MANUFACTURER SHALL SUBMIT A NOTARIZED CERTIFICATION OF COMPLIANCE TO THE TOWN OF GILBERT STATING THAT THE MANUFACTURE PROCEDURE AND THE MATERIALS FURNISHED CONFORM TO THE REQUIREMENTS OF THE PROVISIONS.
10. DIMENSIONS (INCHES)

STREET NAME DESCRIBES A:	INTERSECTS WITH A:	A	B	C
COLLECTOR/LOCAL	MAJOR ATERIAL	8	6	3
COLLECTOR/LOCAL	COLLECTOR/LOCAL	6	4	2
MAJOR ARTERIAL	MAJOR ARTERIAL	8	6	3
MAJOR ARTERIAL	COLLECTOR/LOCAL	6	4	2

DETAIL NO. 70	TOWN OF GILBERT STANDARD DETAIL	STREET SIGN	REVISED 12/13/2007	DETAIL NO. 70

LAYOUT ONLY, SEE BELOW FOR LETTER STYLE.

1. LENGTH: DEPENDS ON LENGTH OF STREET NAME (LEGEND).
2. METAL: 6" FLAT, .080 GAUGE, 6061-T6 OR 5052-H3B ALLOY SHEET ALIMINUM.
3. REFELECTIVE SHEETING: COPY AND BACKGROUND SHALL BE 3-M TYPE XI OR EQUIVALENT. MATCH COMPONENT SYSTEM.
4. LETTERS, NUMBERS, ETC. TO BE PRESSURE SENSITIVE ACRYLIC EC FILM.
5. LETTERS, NUMBERS AND SPACING SHALL BE PER U.S. DEPARTMENT OF TRANSPORTATION STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS SERIES B.
6. COLOR: TO BE PER LATEST ADOT STANDARDS WITH THE BACKGROUND GREEN AND THE COPY (BORDER AND LEGEND) WHITE WITH THE EXCEPTION OF PRIVATE STREETS WHICH SHALL HAVE A BLUE BACKGROUND.
7. SIGN PANELS SHALL BE FREE OF BUCKLES, WARPS, DENTS, COCKLES, BURPS AND DEFECTS RESULTING FROM FABRICATIONS AND SHIPPING.
8. PRESSURE SENSITIVE COPY MUST PROVIDE MINIMUM 10 YEAR DURABILITY WITH PREMATURE FAILURE DUE TO NATURAL WEATHERING OR SIGN TO BE REPLACED BY VENDOR AT NO CHARGE TO THE TOWN OF GILBERT. FAILURE IS INTERPRETED TO BE CRACKING OR PEELING OF BACKGROUND OR LEGEND FROM NORMAL WEATHERING.
9. THE SIGN MANUFACTURER SHALL SUBMIT A NOTARIZED CERTIFICATION OF COMPLIANCE TO THE TOWN OF GILBERT STATING THAT THE MANUFACTURE PROCEDURE AND THE MATERIALS FURNISHED CONFORM TO THE REQUIREMENTS OF THE PROVISIONS.
10. DIMENSIONS (INCHES)

STREET NAME DESCRIBES A:	INTERSECTS WITH A:	A	B	C	D
COLLECTOR/LOCAL	MAJOR ATERIAL	6	4.5	2	3
COLLECTOR/LOCAL	COLLECTOR/LOCAL	4	3	1.5	2
MAJOR ARTERIAL	MAJOR ARTERIAL	6	4.5	2	3
MAJOR ARTERIAL	COLLECTOR/LOCAL	4	3	1.5	2

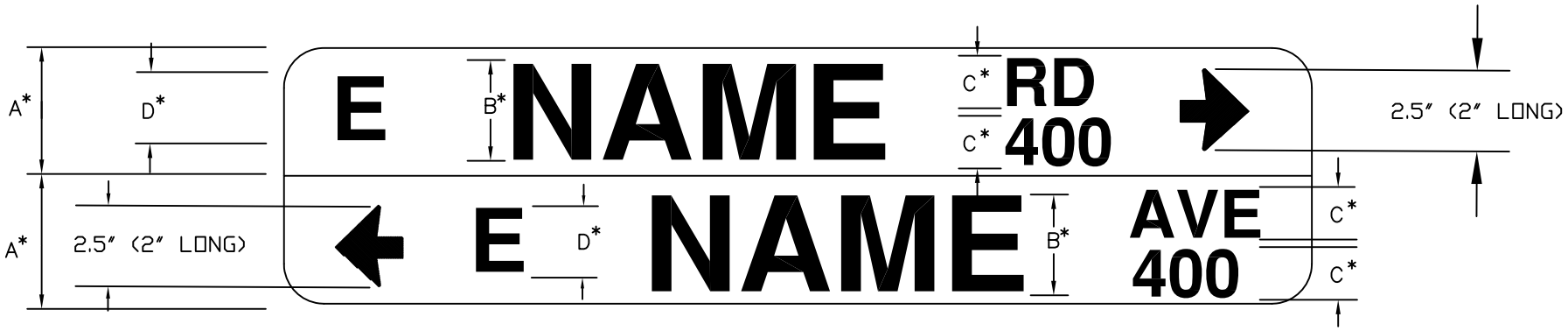
DETAIL NO.	TOWN OF GILBERT STANDARD DETAIL	STREET SIGN w/ DEAD END	REVISED 12/13/2007	DETAIL NO.
71				71

LAYOUT ONLY, SEE BELOW FOR LETTER STYLE.

1. LENGTH: DEPENDS ON LENGTH OF STREET NAME (LEGEND).
2. METAL: 6" FLAT, .080 GAUGE, 6061-T6 OR 5052-H3B ALLOY SHEET ALIMINUM.
3. REFELECTIVE SHEETING: COPY AND BACKGROUND SHALL BE 3-M TYPE XI OR EQUIVALENT. MATCH COMPONENT SYSTEM.
4. LETTERS, NUMBERS, ETC. TO BE PRESSURE SENSITIVE ACRYLIC EC FILM.
5. LETTERS, NUMBERS AND SPACING SHALL BE PER U.S. DEPARTMENT OF TRANSPORTATION STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS SERIES B.
6. COLOR: TO BE PER LATEST ADOT STANDARDS WITH THE BACKGROUND GREEN AND THE COPY (BORDER AND LEGEND) WHITE WITH THE EXCEPTION OF PRIVATE STREETS WHICH SHALL HAVE A BLUE BACKGROUND.
7. SIGN PANELS SHALL BE FREE OF BUCKLES, WARPS, DENTS, COCKLES, BURPS AND DEFECTS RESULTING FROM FABRICATIONS AND SHIPPING.
8. PRESSURE SENSITIVE COPY MUST PROVIDE MINIMUM 10 YEAR DURABILITY WITH PREMATURE FAILURE DUE TO NATURAL WEATHERING OR SIGN TO BE REPLACED BY VENDOR AT NO CHARGE TO THE TOWN OF GILBERT. FAILURE IS INTERPRETED TO BE CRACKING OR PEELING OF BACKGROUND OR LEGEND FROM NORMAL WEATHERING.
9. THE SIGN MANUFACTURER SHALL SUBMIT A NOTARIZED CERTIFICATION OF COMPLIANCE TO THE TOWN OF GILBERT STATING THAT THE MANUFACTURE PROCEDURE AND THE MATERIALS FURNISHED CONFORM TO THE REQUIREMENTS OF THE PROVISIONS.
10. DIMENSIONS (INCHES)

STREET NAME DESCRIBES A:	INTERSECTS WITH A:	A	B	C	D
COLLECTOR/LOCAL	MAJOR ATERIAL	6	4.5	2	3
COLLECTOR/LOCAL	COLLECTOR/LOCAL	4	3	1.5	2
MAJOR ARTERIAL	MAJOR ARTERIAL	6	4.5	2	3
MAJOR ARTERIAL	COLLECTOR/LOCAL	4	3	1.5	2

DETAIL NO.	TOWN OF GILBERT STANDARD DETAIL	STREET SIGN w/ NO OUTLET	REVISED 12/13/2007	DETAIL NO.
71A				71A

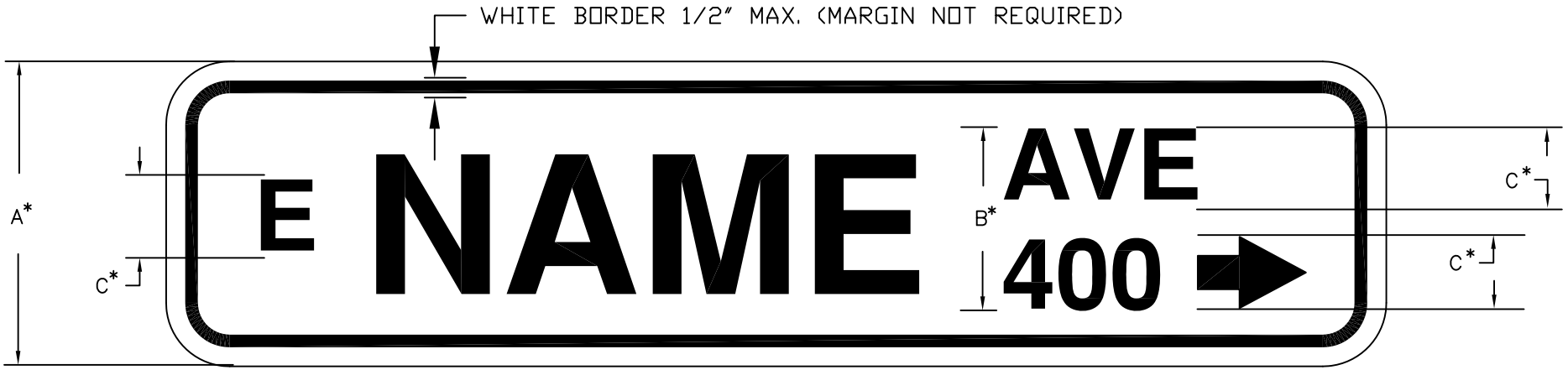


LAYOUT ONLY, SEE BELOW FOR LETTER STYLE

1. LENGTH: DEPENDS ON LENGTH OF STREET NAME (LEGEND).
2. METAL: 6" FLAT, .080 GAUGE, 6061-T6 OR 5052-H3B ALLOY SHEET ALIMINUM.
3. REFELECTIVE SHEETING: COPY AND BACKGROUND SHALL BE 3-M TYPE XI OR EQUIVALENT. MATCH COMPONENT SYSTEM.
4. LETTERS, NUMBERS, ETC. TO BE PRESSURE SENSITIVE ACRYLIC EC FILM.
5. LETTERS, NUMBERS AND SPACING SHALL BE PER U.S. DEPARTMENT OF TRANSPORTATION STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS SERIES B.
6. COLOR: TO BE PER LATEST ADOT STANDARDS WITH THE BACKGROUND GREEN AND THE COPY (BORDER AND LEGEND) WHITE WITH THE EXCEPTION OF PRIVATE STREETS WHICH SHALL HAVE A BLUE BACKGROUND.
7. SIGN PANELS SHALL BE FREE OF BUCKLES, WARPS, DENTS, COCKLES, BURPS AND DEFECTS RESULTING FROM FABRICATIONS AND SHIPPING.
8. PRESSURE SENSITIVE COPY MUST PROVIDE MINIMUM 10 YEAR DURABILITY WITH PREMATURE FAILURE DUE TO NATURAL WEATHERING OR SIGN TO BE REPLACED BY VENDOR AT NO CHARGE TO THE TOWN OF GILBERT. FAILURE IS INTERPRETED TO BE CRACKING OR PEELING OF BACKGROUND OR LEGEND FROM NORMAL WEATHERING.
9. THE SIGN MANUFACTURER SHALL SUBMIT A NOTARIZED CERTIFICATION OF COMPLIANCE TO THE TOWN OF GILBERT STATING THAT THE MANUFACTURE PROCEDURE AND THE MATERIALS FURNISHED CONFORM TO THE REQUIREMENTS OF THE PROVISIONS.
10. DIMENSIONS (INCHES)

STREET NAME DESCRIBES A:	INTERSECTS WITH A:	A	B	C	D
COLLECTOR/LOCAL	MAJOR ATERIAL	6	4.5	2	3
COLLECTOR/LOCAL	COLLECTOR/LOCAL	4	3	1.5	2
MAJOR ARTERIAL	MAJOR ARTERIAL	6	4.5	2	3
MAJOR ARTERIAL	COLLECTOR/LOCAL	4	3	1.5	2

DETAIL NO. 72	TOWN OF GILBERT STANDARD DETAIL	STREET SIGN STREET NAME CHANGE AT INTERSECTION	REVISED 12/13/2007	DETAIL NO. 72



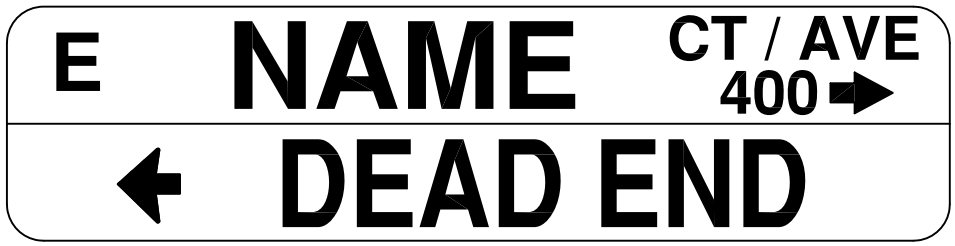
1. LENGTH: DEPENDS ON LENGTH OF STREET NAME (LEGEND).
2. METAL: 6" FLAT, .080 GAUGE, 6061-T6 OR 5052-H3B ALLOY SHEET ALIMINUM.
3. REFELECTIVE SHEETING: COPY AND BACKGROUND SHALL BE 3-M TYPE XI OR EQUIVALENT. MATCH COMPONENT SYSTEM.
4. LETTERS, NUMBERS, ETC. TO BE PRESSURE SENSITIVE ACRYLIC EC FILM.
5. LETTERS, NUMBERS AND SPACING SHALL BE PER U.S. DEPARTMENT OF TRANSPORTATION STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS SERIES B.
6. COLOR: TO BE PER LATEST ADOT STANDARDS WITH THE BACKGROUND BLUE AND THE COPY (BORDER AND LEGEND) WHITE.
7. SIGN PANELS SHALL BE FREE OF BUCKLES, WARPS, DENTS, COCKLES, BURPS AND DEFECTS RESULTING FROM FABRICATIONS AND SHIPPING.
8. PRESSURE SENSITIVE COPY MUST PROVIDE MINIMUM 10 YEAR DURABILITY WITH PREMATURE FAILURE DUE TO NATURAL WEATHERING OR SIGN TO BE REPLACED BY VENDOR AT NO CHARGE TO THE TOWN OF GILBERT. FAILURE IS INTERPRETED TO BE CRACKING OR PEELING OF BACKGROUND OR LEGEND FROM NORMAL WEATHERING.
9. THE SIGN MANUFACTURER SHALL SUBMIT A NOTARIZED CERTIFICATION OF COMPLIANCE TO THE TOWN OF GILBERT STATING THAT THE MANUFACTURE PROCEDURE AND THE MATERIALS FURNISHED CONFORM TO THE REQUIREMENTS OF THE PROVISIONS.
10. DIMENSIONS (INCHES)

STREET NAME DESCRIBES A:	INTERSECTS WITH A:	A	B	C
COLLECTOR/LOCAL	MAJOR ATERIAL	8	6	3
COLLECTOR/LOCAL	COLLECTOR/LOCAL	6	4	2
MAJOR ARTERIAL	MAJOR ARTERIAL	8	6	3
MAJOR ARTERIAL	COLLECTOR/LOCAL	6	4	2

DETAIL NO.	TOWN OF GILBERT STANDARD DETAIL	STREET SIGN PRIVATE STREETS	REVISED 12/13/2007	DETAIL NO.
72A				72A

SIDE A

SIDE B



LAYOUT ONLY SEE BELOW FOR LETTER STYLE

1. LENGTH: DEPENDS ON LENGTH OF STREET NAME (LEGEND).

2. METAL: 6" FLAT, .080 GAUGE, 6061-T6 OR 5052-H3B ALLOY SHEET ALIMINUM.

3. REFELECTIVE SHEETING: COPY AND BACKGROUND SHALL BE 3-M TYPE XI OR EQUIVALENT. MATCH COMPONENT SYSTEM.

4. LETTERS, NUMBERS, ETC. TO BE PRESSURE SENSITIVE ACRYLIC EC FILM.

5. LETTERS, NUMBERS AND SPACING SHALL BE PER U.S. DEPARTMENT OF TRANSPORTATION STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS SERIES B.

6. COLOR: TO BE PER LATEST ADOT STANDARDS WITH THE BACKGROUND GREEN AND THE COPY (BORDER AND LEGEND) WHITE WITH THE EXCEPTION OF PRIVATE STREETS WHICH SHALL HAVE A BLUE BACKGROUND.

7. SIGN PANELS SHAL BE FREE OF BUCKLES, WARPS, DENTS, COCKLES, BURPS AND DEFECTS RESULTING FROM FABRICATIONS AND SHIPPING.

8. PRESSURE SENSITIVE COPY MUST PROVIDE MINIMUM 10 YEAR DURABILITY WITH PREMATURE FAILURE DUE TO NATURAL WEATHERING OR SIGN TO BE REPLACED BY VENDOR AT NO CHARGE TO THE TOWN OF GILBERT. FAILURE IS INTERPRETED TO BE CRACKING OR PEELING OF BACKGROUND OR LEGEND FROM NORMAL WEATHERING.

9. THE SIGN MANUFACTURER SHALL SUBMIT A NOTARIZED CERTIFICATION OF COMPLIANCE TO THE TOWN OF GILBERT STATING THAT THE MANUFACTURE PROCEDURE AND THE MATERIALS FURNISHED CONFORM TO THE REQUIREMENTS OF THE PROVISIONS.

10. SIDE 'A' INDICATES THAT THE CUL-DE-SAC IS ON THE RIGHT SIDE AND SIBE 'B' TO BE ON THE OPPOSITE SIDE OF THE SIGN INDICATES THAT THE CUL-DE-SAC IS ON THE LEFT SIDE.

11. DIMENSIONS (INCHES)

STREET NAME DESCRIBES A:	INTERSECTS WITH A:	A	B	C
COLLECTOR/LOCAL	MAJOR ATERIAL	8	6	3
COLLECTOR/LOCAL	COLLECTOR/LOCAL	6	4	2
MAJOR ARTERIAL	MAJOR ARTERIAL	8	6	3
MAJOR ARTERIAL	COLLECTOR/LOCAL	6	4	2

DETAIL NO.	TOWN OF GILBERT STANDARD DETAIL	STREET SIGN CUL-DE-SAC INTERSECTION	REVISED 12/13/2007	DETAIL NO.
73				73

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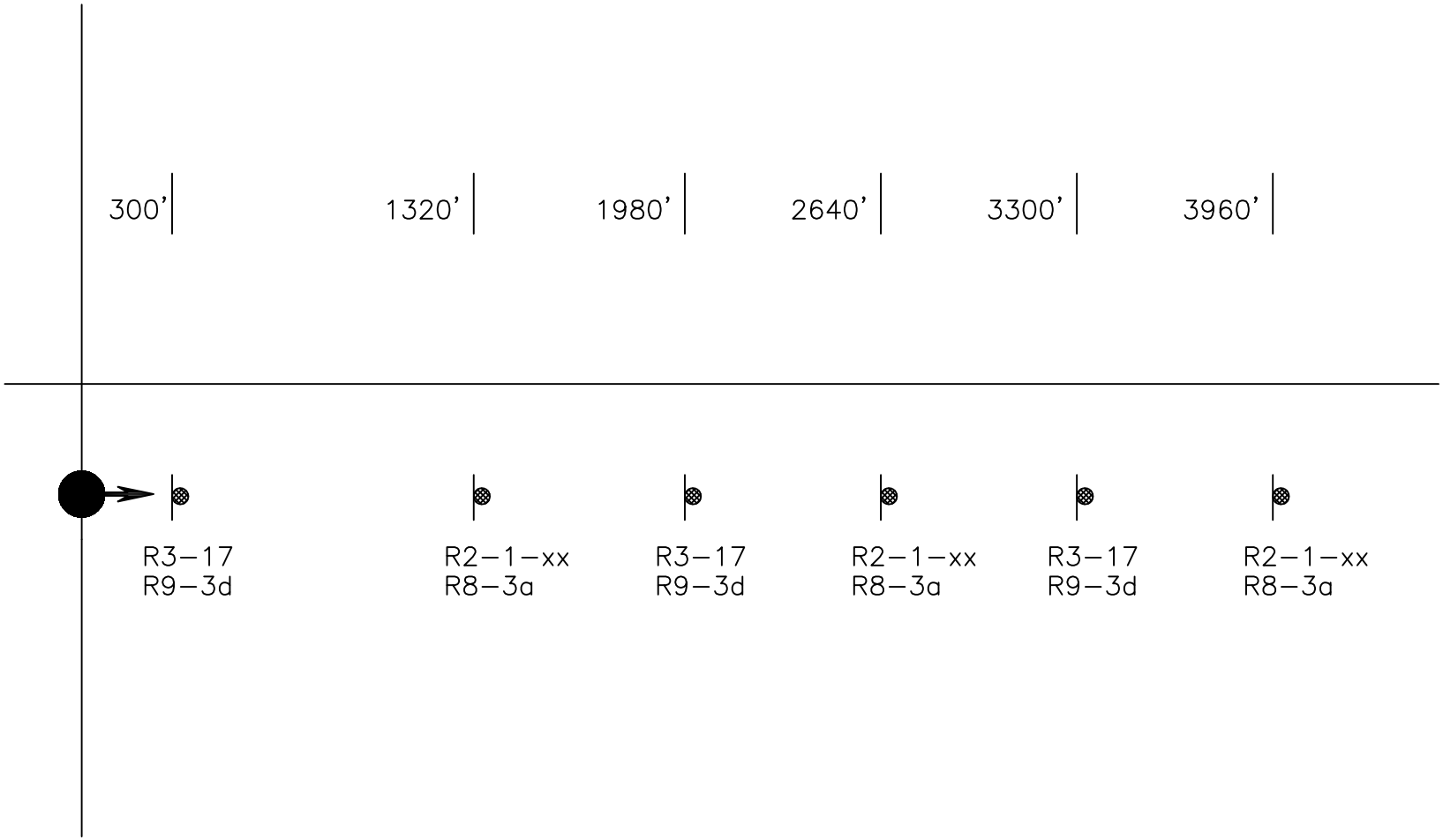
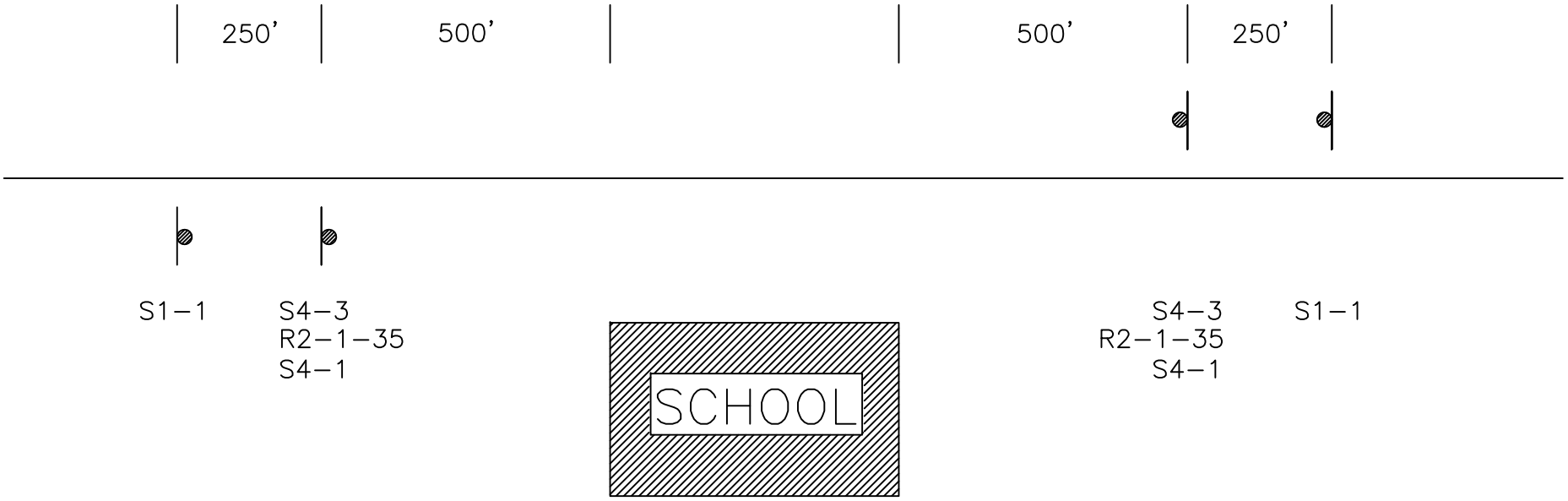
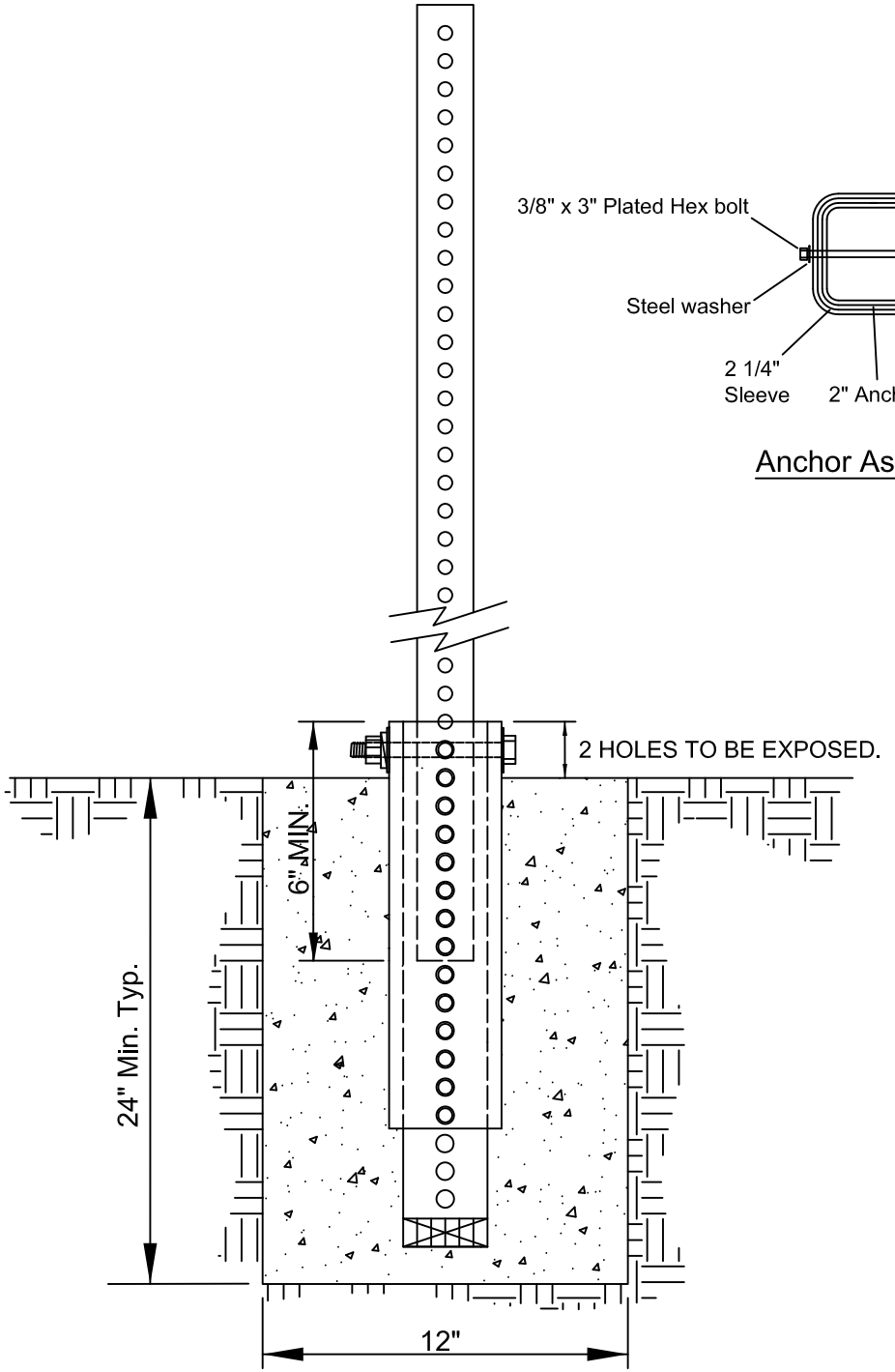
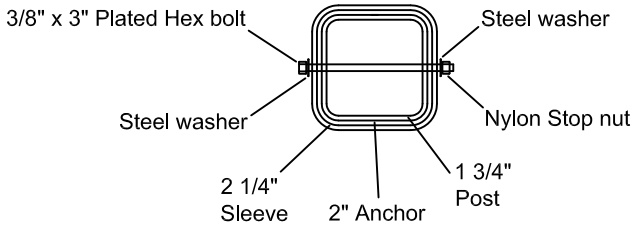


DETAIL NO. 77A	TOWN OF GILBERT STANDARD DETAIL	TYPICAL ARTERIAL SIGNING	CREATED 12/08/99	DETAIL NO. 77A

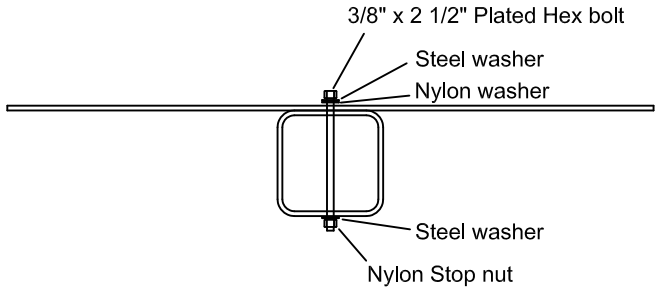


DETAIL NO. 77B	TOWN OF GILBERT STANDARD DETAIL	SCHOOL AREA SIGNING	CREATED 12/17/99	DETAIL NO. 77B





Anchor Assembly



Sign Mounting

NOTES:

1. INSTALL ALL TRAFFIC SIGNS 36" x 36" (1296 SQ. IN.) OR LESS ON 12 GAUGE 1 3/4" SQUARE STEEL TUBING.

2. INSTALL ALL TRAFFIC SIGNS GREATER THAN 36" x 36" (1296 SQ. IN.) ON 12 GUAGE 2" SQUARE STEEL TUBING.

3. CONCRETE BASE 2' DEEP MIN. X 12" WIDE 18" LONG ANCHOR & 12" SLEEVE COMPLETELY TAPED TO PREVENT SEAPAGE OF CONCRETE.

4. POST ANCHOR SHALL HAVE 2 HOLES EXPOSED AT FINISHED GRADE.

5. ALL TRAFFIC SIGNS, WITH THE EXCEPTION OF R6-1 & DELINEATORS, SHALL BE SET AT A HEIGHT OF 7' TO BOTTOM OF SIGN. POSTS WITH DUAL SIGN ASSEMBLIES SHALL BE SET AT 6' TO BOTTOM OF SIGN. DELINEATORS SHALL BE MOUNTED AT A MINIMUM OF 4' TO THE BOTTOM OF THE SIGN. ALTERNATIVE HEIGHTS MUST BE APPROVED BY THE TRAFFIC ENGINEER PRIOR TO INSTALLATION.

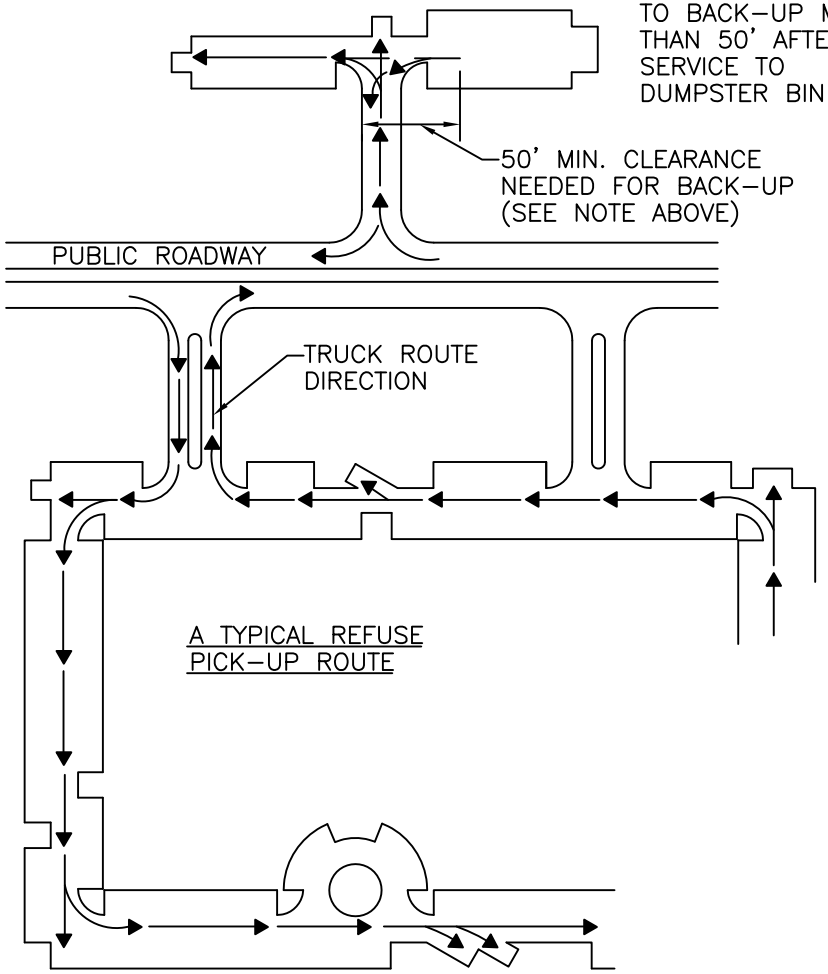
6. BOLT FOR BASE TO BE PERPENDICULAR TO THE FLOW OF TRAFFIC.

DETAIL NO. 79	TOWN OF GILBERT STANDARD DETAIL	SIGN POST AND BASE	REVISED 12/13/2007	DETAIL NO. 79

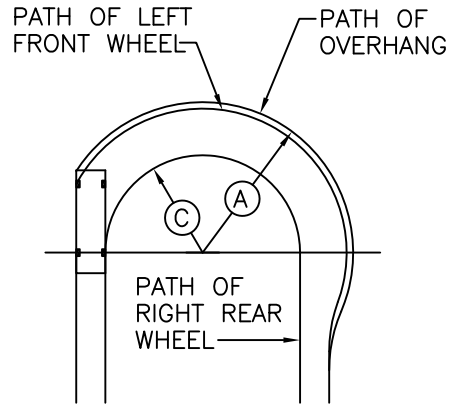
PLEASE NOTE:
REFUSE VEHICLES WEIGH APPROX. 27 TONS WHEN FULL. DRIVEWAYS MUST BE BUILT TO SUPPORT THIS WEIGHT WITHOUT DAMAGE TO DRIVE

HAMMER HEAD DRIVE

NOTE:
TRUCKS ARE NOT TO BACK–UP MORE THAN 50' AFTER SERVICE TO DUMPSTER BIN



A TYPICAL REFUSE PICK–UP ROUTE

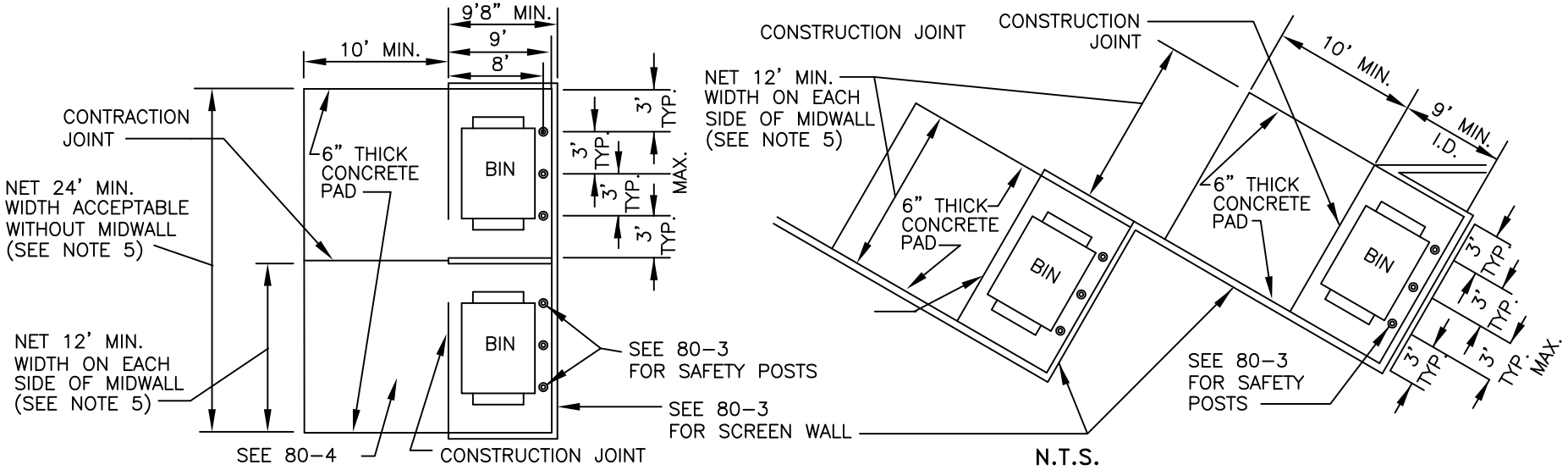


A 55' MIN TURNING RADIUS

C 35' INSIDE RADIUS

TRUCK CLEARANCE REQUIREMENT

DETAIL NO. 80	TOWN OF GILBERT STANDARD DETAIL	DRIVEWAY STANDARDS FOR REFUSE TRUCKS AND DUMPSTER BIN ENCLOSURE	REVISED 6/2005	DETAIL NO. 80

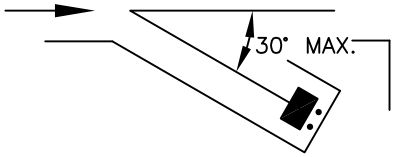


DOUBLE WIDE BIN ENCLOSURE CONFIGURATIONS

NOTES

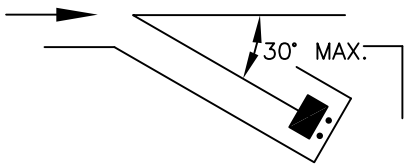
1. ALL COMMERCIAL PROPERTIES SHALL BE DESIGNED WITH ENCLOSURES TO ACCOMMODATE (1) REFUSE AND (1) RECYCLING ENCLOSURE FOR EVERY 20,000 SQUARE FEET OF BUILDING SPACE. RESTAURANTS WHICH ARE DESIGNED ON A SINGLE PAD SHALL HAVE A MINIMUM (1) REFUSE AND ONE 4' AREA FOR TALLOW BIN. THE ENCLOSURES CAN BE SET UP AS DOUBLES OR SINGLES TO MAXIMIZE THE USE OF THE PROPERTY.
2. MULTI-UNIT RESIDENTIAL DEVELOPMENTS SHALL BE DESIGNED WITH EITHER SINGLE OR DOUBLE-WIDE ENCLOSURES FOR TRASH WITH ADJACENT 5 X 5 PAD FOR RECYCLING.
3. COMPACTORS CAN BE USED IN DEVELOPMENTS WHERE THE EMPLOYEES LOAD AND ACTIVATE THE COMPACTING EQUIPMENT. DEVELOPMENTS THAT ALLOW CUSTOMERS OR RESIDENTS ACCESS TO THE COMPACTING EQUIPMENT WILL NOT BE APPROVED. MARICOPA COUNTY REGULATIONS REQUIRE TWICE PER WEEK COLLECTION IF FOOD WASTE IS PLACED INTO CONTAINERS.
4. THE NUMBER OF BIN ENCLOSURES NEEDED DEPENDS ON THE SIZE OF THE DEVELOPMENT. TYPICALLY, TOTAL VOLUME NEEDS CAN BE CALCULATED BASED ON ONE HALF-CUBIC YARD PER LIVING UNIT PER WEEK. FOR EXAMPLE, A DEVELOPMENT WITH 240 UNITS X .5 YARDS = 120 YARDS PER WEEK OR 10 TRASH BINS (6 YARD) SERVICED TWO TIMES PER WEEK (10 X 6 X 2 = 120 YARDS).
5. DOUBLE-WIDE BIN ENCLOSURES SHALL HAVE A NET ENCLOSURE OPENING OF 24 FEET WITHOUT MIDWALLS. ALTHOUGH NOT PREFERED, DOUBLE WIDE BIN ENCLOSURES CAN BE DESIGNED WITH MIDWALLS WITH A NET ENCLOSURE OPENING OF 12 FEET ON EACH SIDE OF MIDWALL.
6. GATES, HINGES, & MOUNTING HARDWARE SHALL BE INSTALLED SO THERE IS A MIN. 9 FOOT DEPTH CREATED WITHIN EACH ENCLOSURE. AND WITH 8 FOOT DEPTH FROM INSIDE EDGE OF BALLARD TO INSIDE EDGE OF GATE.
7. GATES, HINGES, AND MOUNTING HARDWARE SHALL NOT INTRUDE UPON MINIMUM NET ENCLOSURE OPENING.
8. BIN ENCLOSURES ARE TO BE ANGLED NO MORE THAN 30 DEGREES FROM THE CENTER LINE OF THE SOLID WASTE COLLECTION VEHICLE ROUTE.
9. BINS THAT ARE VISIBLE FROM A PUBLIC ROADWAY SHALL HAVE ENCLOSURE GATES THAT SCREEN THE BINS FROM PUBLIC VIEW.
10. BIN ENCLOSURES TO BE A MINIMUM OF 5 FEET FROM ANY PLANNED OR EXISTING STRUCTURE AT ITS CLOSEST POINT. (FIRE CODE)
11. RESTAURANTS MUST PROVIDE AN ADDITIONAL 4 FOOT TALLOW AREA TO ACCOMODATE THEIR GREASE TRAP. THIS DESIGNATED AREA MUST NOT INTERFERE WITH THE TRASH/RECYCLING COLLECTION. IN DTL 80-5.
12. SOLID WASTE ENCLOSURES MAY INCLUDE WATER CONNECTIONS & DRAINS TO FACILITATE CLEANING OF DUMPSTERS. THESE SHOULD BE LOCATED TO NOT IMPEDE THE ENCLOSURE OPENING (AND GATING IF REQUIRED). AND SHALL BE PROVIDED WITH A DRAIN CONNECTED TO THE SANITARY SEWER SYSTEM THORUGH A GREASE INTERCEPTOR. ADDITIONAL ITEMS SUCH AS LANDSCAPING CONTROL BOXES AND LIGHTING MAY BE POSITIONED ON THE OUTSIDE OF THE ENCLOSURE WALLS.

MAX. BIN DEVIATION



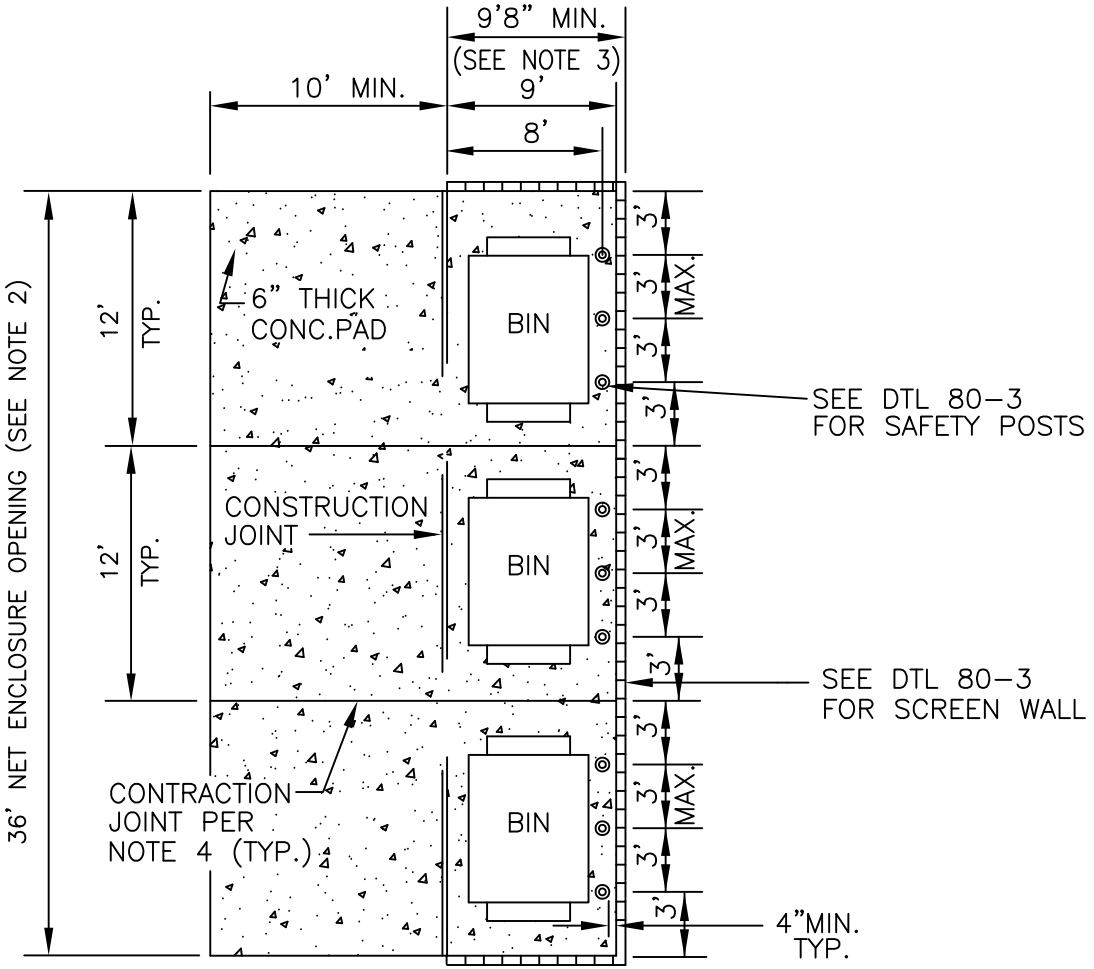
DETAIL NO. 80-1	TOWN OF GILBERT STANDARD DETAIL	DOUBLE-WIDE BIN ENCLOSURES	REVISED 6/2005	DETAIL NO. 80-1

MAX. BIN DEVIATION



NOTES

1. MULTI–UNIT RESIDENTIAL DEVELOPMENTS SHALL BE DESIGNED WITH A TRIPLE–WIDE ENCLOSURE TO ACCOMMODATE THREE COMMODITIES FOR RECYCLING.
2. TRIPLE–WIDE ENCLOSURES SHALL HAVE A NET ENCLOSURE OPENING OF 36 FEET AND SHALL BE DESIGNED WITHOUT MIDWALLS. GATES, HINGES, AND MOUNTING HARDWARE SHALL NOT INTRUDE UPON MINIMUM NET ENCLOSURE OPENING.
3. GATES, HINGES, AND MOUNTING HARDWARE SHALL BE INSTALLED SO THERE IS A MINIMUM 9 FOOT DEPTH CREATED WITHIN EACH ENCLOSURE.
4. BIN ENCLOSURES ARE TO BE ANGLED NO MORE THAN 30 DEGREES FROM THE CENTER LINE OF THE SOLID WASTE COLLECTION VEHICLE ROUTE.
5. CONTRACTION JOINTS MAY BE EITHER SCORED OR SAWCUT 1–INCH DEEP.



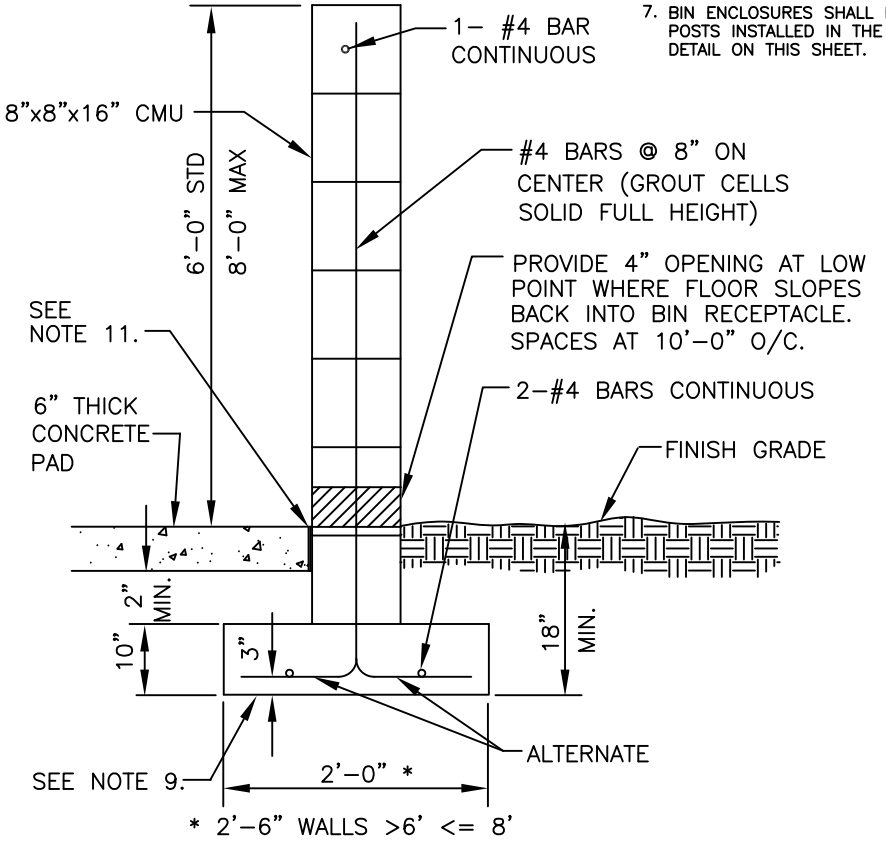
TRIPLE–WIDE BIN ENCLOSURE

N.T.S.

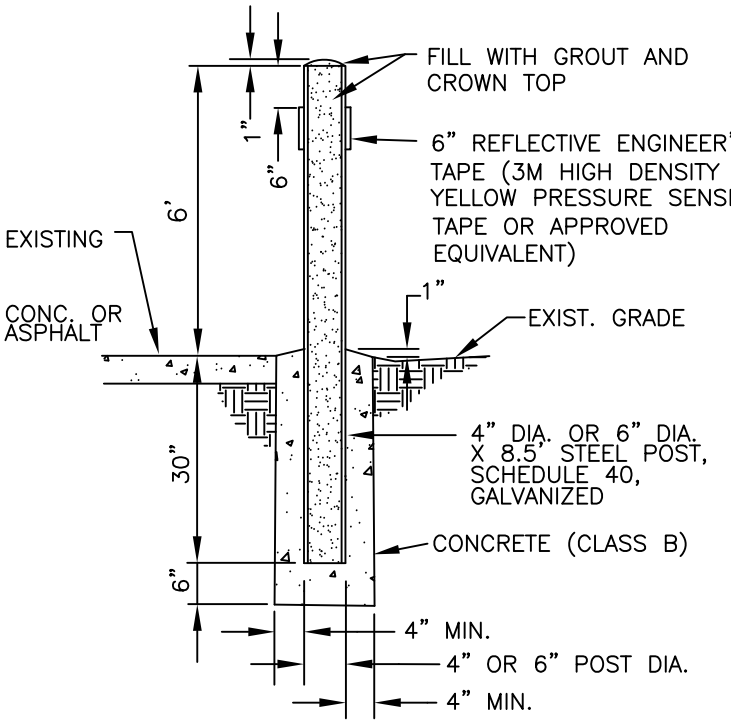
DETAIL NO. 80–2	TOWN OF GILBERT STANDARD DETAIL	TRIPLE–WIDE BIN ENCLOSURES	REVISED 6/2005	DETAIL NO. 80–2

NOTES

1. TRASH AND RECYCLING BIN(S) SHALL BE SCREENED BY AN ENCLOSURE TALL ENOUGH TO CONCEAL FULL HEIGHT OF BIN(S). SCREEN WALL MINIMUM SIX FOOT (6') PER DETAIL ON THIS SHEET.
2. BIN ENCLOSURE TO BE A MINIMUM OF 5 FEET FROM ANY PLANNED OR EXISTING STRUCTURE AT ITS CLOSEST POINT.
3. BINS THAT ARE VISIBLE FROM A PUBLIC ROADWAY SHALL HAVE ENCLOSURE GATES THAT SCREEN THE BINS FROM PUBLIC VIEW.
4. GATES SHALL BE INSTALLED SO THERE IS A NET BIN ENCLOSURE OPENING OF 12 FEET PER BIN. GATES, HINGES, AND MOUNTING HARDWARE SHALL NOT INTRUDE UPON MINIMUM NET ENCLOSURE OPENING.
5. GATES, HINGES, AND MOUNTING HARDWARE SHALL BE INSTALLED SO THERE IS A MINIMUM 9 FOOT DEPTH CREATED WITHIN EACH ENCLOSURE.
6. EACH ENCLOSURE GATE SHALL HAVE DROP PINS INSTALLED AND HOLES DRILLED IN THE CONCRETE AT BOTH THE OPEN AND CLOSED POSITIONS TO PREVENT GATES FROM CLOSING INTO THE COLLECTION VEHICLE.
7. BIN ENCLOSURES SHALL HAVE (3) 6" DIAMETER STEEL SAFETY POSTS INSTALLED IN THE BACK OF THE ENCLOSURE ONLY PER DETAIL ON THIS SHEET.
8. SAFETY POSTS SHALL HAVE A HEIGHT OF 6 FEET OR BE EQUAL TO THE HEIGHT OF THE BACK SCREEN WALL OF THE ENCLOSURE. SAFETY POSTS SHALL BE PLACED A MINIMUM OF 4" FROM THE WALL.
9. USE CLASS "A" CONCRETE AS PER SECTION 725 EXCEPT AS NOTED IN SAFETY POST DETAIL ON THIS SHEET.
10. STEEL REINFORCEMENT SHALL BE GRADE 40.
11. EXPANSION JOINT FILLER SHALL BE 1/2" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER ASTM D-1751.
12. EXTERIOR FINISH OF SCREEN WALLS SHALL BE COORDINATED ARCHITECTURALLY WITH PRIMARY BUILDING FINISHES.
13. SOIL BELOW THE WALL FOOTER AND CONCRETE PAD SHALL BE COMPACTED TO A DEPTH OF 6 INCHES AND TO A MINIMUM DRY DENSITY OF 90% IN ACCORDANCE WITH ASTM D-2922 AND D-3017, AFTER ADJUSTMENT FOR ROCK CORRECTION.

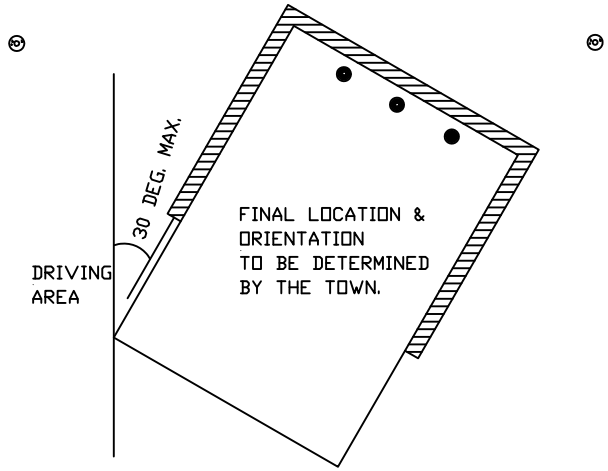


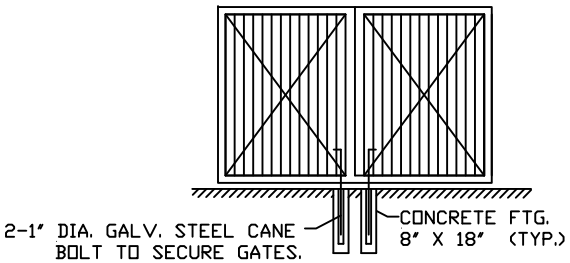
6-FOOT MASONRY SCREEN WALL
N.T.S.



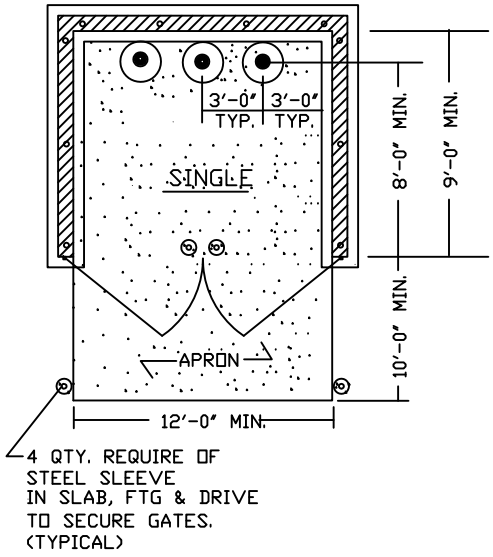
SAFETY POST
N.T.S.

DETAIL NO. 80-3	TOWN OF GILBERT STANDARD DETAIL	BIN ENCLOSURE SCREEN WALL, SAFETY POST, & GATE STANDARDS	REVISED 6/2005	DETAIL NO. 80-3





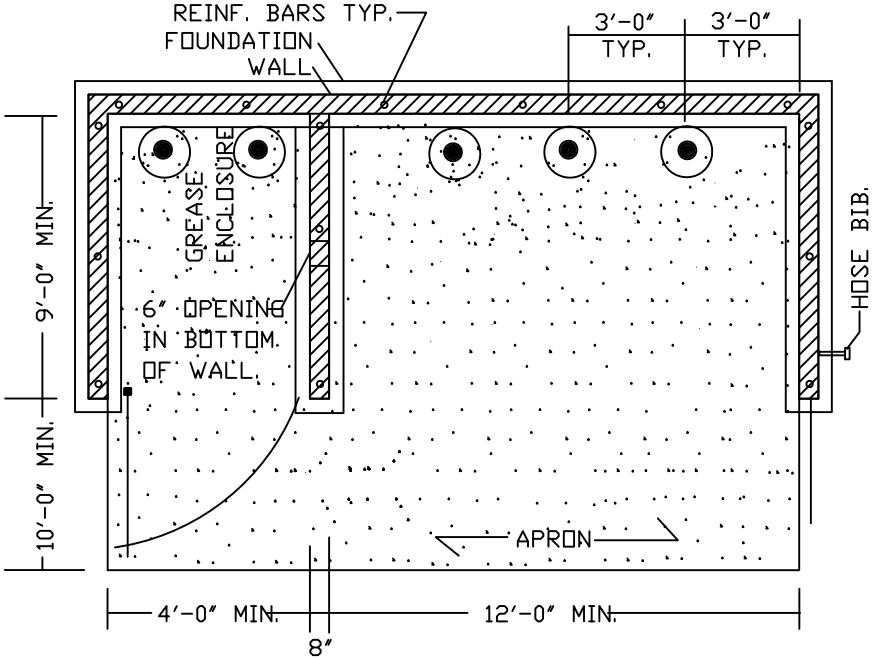
1) GATES SHALL BE FULL HEIGHT OF SCREEN WALLS.
2) GATES SHALL BE DESIGNED TO FULLY SCREEN ENCLOSED BIN(S). OPEN MESH OR RAIL DESIGNS ARE NOT PERMITTED.



DETAIL NO. 80-4	TOWN OF GILBERT STANDARD DETAIL	STANDARD REFUSE AREA	REVISED 6/2005	DETAIL NO. 80-4

NOTES:

1) WHERE CONNECTIONS TO SANITARY SEWER ARE PROVIDED THE DRAINAGE SYSTEM SHALL BE CONNECTED TO GREASE INTERCEPTOR.

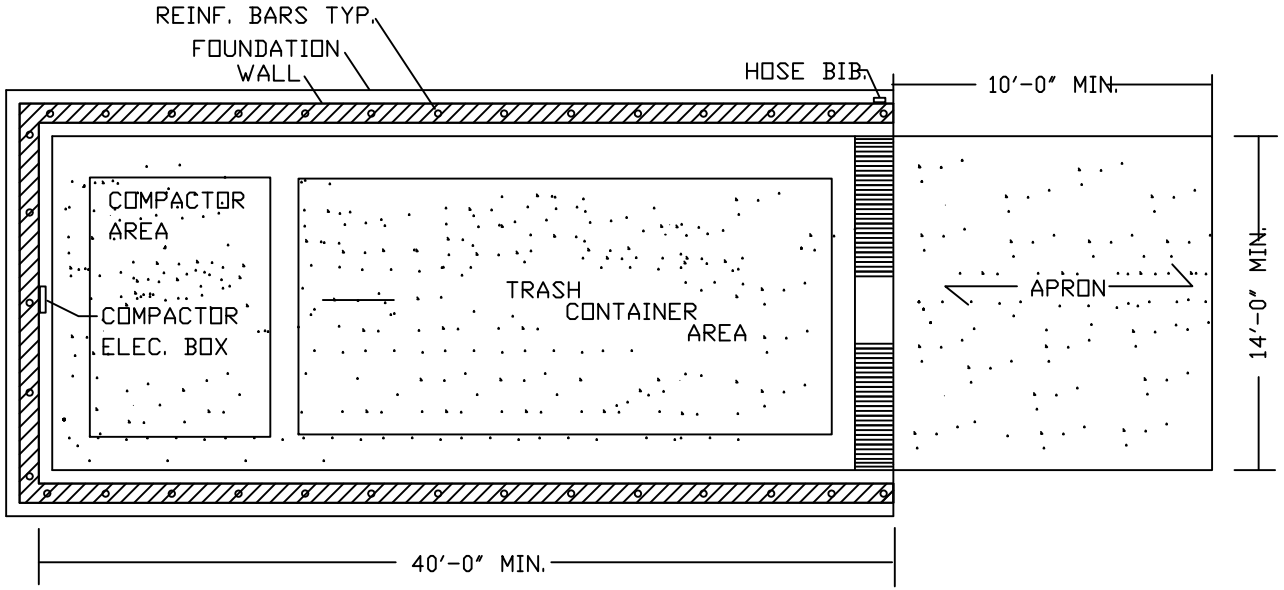


ENCLOSURE WITH GREASE TRAP.

DETAIL NO. 80-5	TOWN OF GILBERT STANDARD DETAIL	RESTAURANT ENCLOSURE WITH GREASE TRAP	REVISED 6/2005	DETAIL NO. 80-5

NOTES:

1) WHERE A COMPACTOR IS INSTALLED THAT PRODUCES LIQUID WASTE DRAINAGE A RECEPTOR CONNECTED TO THE SANITARY SEWER SHALL BE PROVIDED. THE DRAINAGE PIPING SHALLBE CONNECTED TO A GREASE INTERCEPTOR.



LARGE COMPACTOR ENCLOSURE

DETAIL NO. 80-6	TOWN OF GILBERT STANDARD DETAIL	LARGE COMPACTOR REFUSE AREA	REVISED 6/2005	DETAIL NO. 80-6

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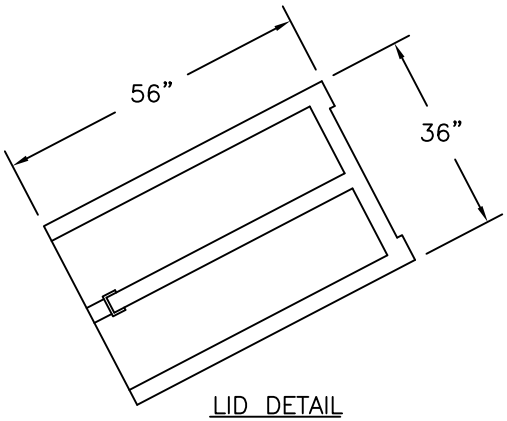
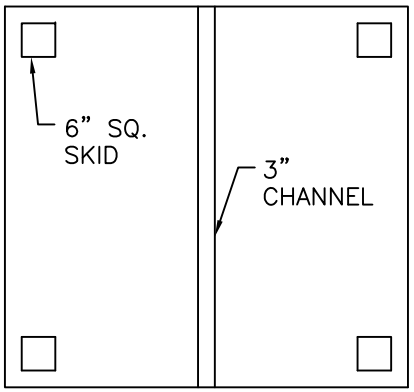
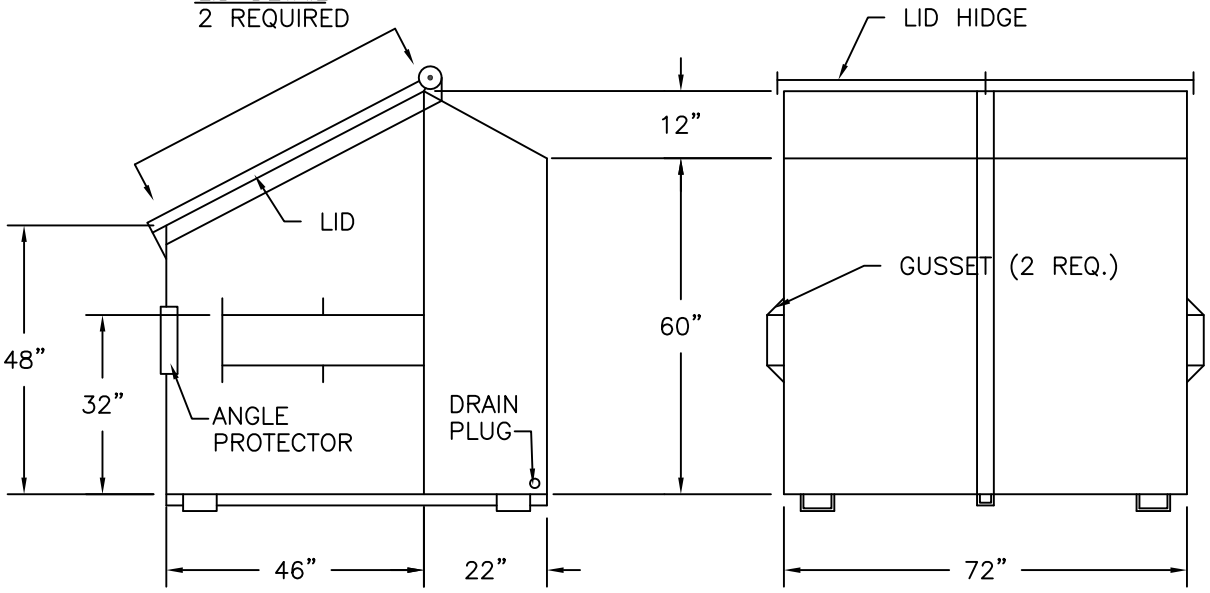


LID DETAIL
2 REQUIRED



BOTTOM VIEW



SIDE VIEW

BACK VIEW

SPECIFICATIONS: SIX (6) CUBIC YARD CAPACITY METAL REFUSE CONTAINER (FRONT LOADING TYPE).

1. ALL UNITS SHALL BE SIMILAR IN CONSTRUCTION TO CONTAINERS NOW BEING USED BY THE TOWN OF GILBERT AND COMPATIBLE WITH THE TOWN'S FRONT END LOADING REFUSE TRUCKS.

2. SIDES: 12 GAUGE TWO PIECES AS SHOWN.

3. FRONT AND BACK: 12 GAUGE WITH ONE STIFFENER IN THE MIDDLE OF EACH.

4. BACK TOP PANEL: TO BE 12 GAUGE.

5. OPENING EDGE: TO BE REINFORCED WITH 3" STRUCTURAL CHANNEL OR OTHER TOWN APPROVED METHOD. OPENING EDGE SHALL BE CONSTRUCTED SO THAT THE LID CANNOT FALL INTO THE CONTAINER DURING NORMAL OPERATION (MINIMUM 1" PLASTIC TO METAL OVERLAP ON ALL SIDES).

6. LIDS: 2 REQUIRED. MATERIAL TO BE CROSS LINKED POLYETHYLENE. "ROTOLITE" LID OR EQUIVALENT.

7. LID HINGE: ROD OR TUBING WITH COTTER PIN ON ONE END FOR LID REMOVAL.

8. FLOOR: 10 GAUGE STEEL WITH A 3" STEEL CHANNEL IN MIDDLE AND FOUR 6" SQUARE CHANNEL SKIDS ON THE CORNERS AS SHOWN.

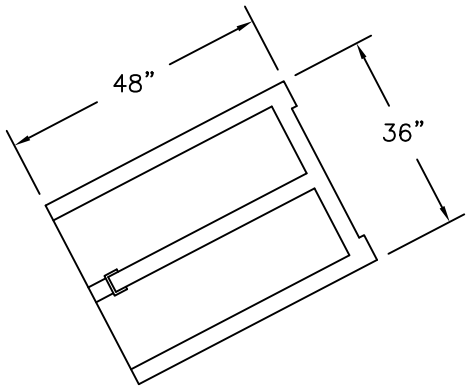
9. PICK-UP SLEEVES: FORMED 10 GAUGE STEEL 9" WIDTH, 4" LEGS AND 36" LONG.

10. ANGLE PROTECTOR: 3" STRUCTURAL ANGLES 12" LONG TO BE CENTERED WITH PICK-UP SLEEVES ON FRONT CORNERS, 2 REQUIRED.

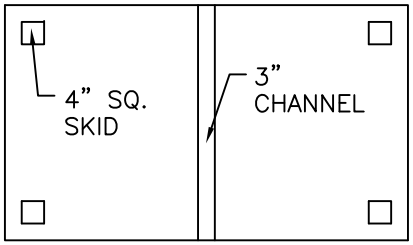
11. WELDING: FULL WELD ALL SEAMS.

12. PAINTING REQUIREMENTS: ALL UNITS SHALL BE THOROUGHLY CLEANED BOTH INSIDE AND OUTSIDE, JUST PRIOR TO PAINTING. ALL GREASE, OIL, GRAPHITE, MILL SCALE, WELD SLAG AND SPLATTER AND OTHER FOREIGN MATTER SHALL BE REMOVED FROM THE BARE METAL. THE CONTAINER SHALL BE COATED WITH ONE COAT OF SYNTHETIC PRIMER AND ONE FINISH COAT OF DESERT TAN ENAMEL OR LATEX SIMILAR TO CURRENT PAINT USED BY TOWN OF GILBERT. EXCEPT THE LOWER ONE HALF AND BOTTOM OF THE INSIDE WHICH SHALL BE WEATHER RESISTANT COATING RECOMMENDED BY THE PAINT MANUFACTURER FOR THIS APPLICATION.

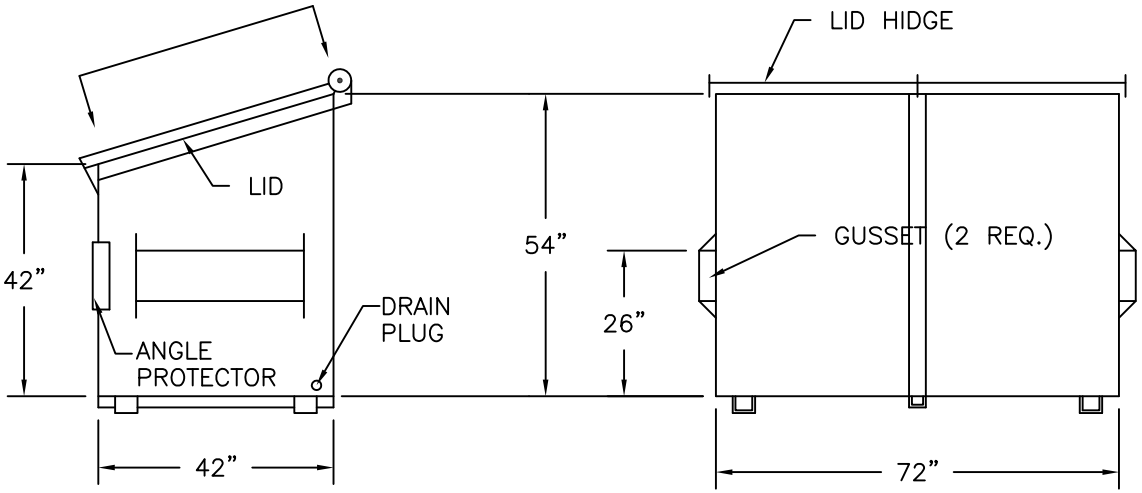
DETAIL NO. 81	TOWN OF GILBERT STANDARD DETAIL	6 CU. YD. METAL FRONT LOADING REFUSE CONTAINER	REVISED 8/1/95	DETAIL NO. 81



LID DETAIL
2 REQUIRED



BOTTOM VIEW



SIDE VIEW

BACK VIEW

SPECIFICATIONS: THREE (3) CUBIC YARD CAPACITY METAL REFUSE CONTAINER (FRONT LOADING TYPE).

1. ALL UNITS SHALL BE SIMILAR IN CONSTRUCTION TO CONTAINERS NOW BEING USED BY THE TOWN OF GILBERT AND COMPATIBLE WITH THE TOWN'S FRONT END LOADING REFUSE TRUCKS.

2. SIDES: 12 GAUGE.

3. FRONT AND BACK: 12 GAUGE WITH ONE STIFFENER IN THE MIDDLE OF EACH.

4. OPENING EDGE: TO BE REINFORCED WITH 3" STRUCTURAL CHANNEL OR OTHER TOWN APPROVED METHOD. OPENING EDGE SHALL BE CONSTRUCTED SO THAT THE LID CANNOT FALL INTO THE CONTAINER DURING NORMAL OPERATION (MINIMUM 1" PLASTIC TO METAL OVERLAP ON ALL SIDES).

5. LIDS: 2 REQUIRED. MATERIAL TO BE CROSS LINKED POLYETHYLENE. "ROTOLITE" LID OR EQUIVALENT.

6. LID HINGE: ROD OR TUBING WITH COTTER PIN ON ONE END FOR LID REMOVAL.

7. FLOOR: 10 GAUGE STEEL WITH A 3" STEEL CHANNEL IN MIDDLE AND FOUR 4" SQUARE CHANNEL SKIDS ON THE CORNERS AS SHOWN.

8. PICK–UP SLEEVES: FORMED 10 GAUGE STEEL 9" WIDTH, 4" LEGS AND 30" LONG.

9. ANGLE PROTECTOR: 3" STRUCTURAL ANGLES 12" LONG TO BE CENTERED WITH PICK–UP SLEEVES ON FRONT CORNERS, 2 REQUIRED.

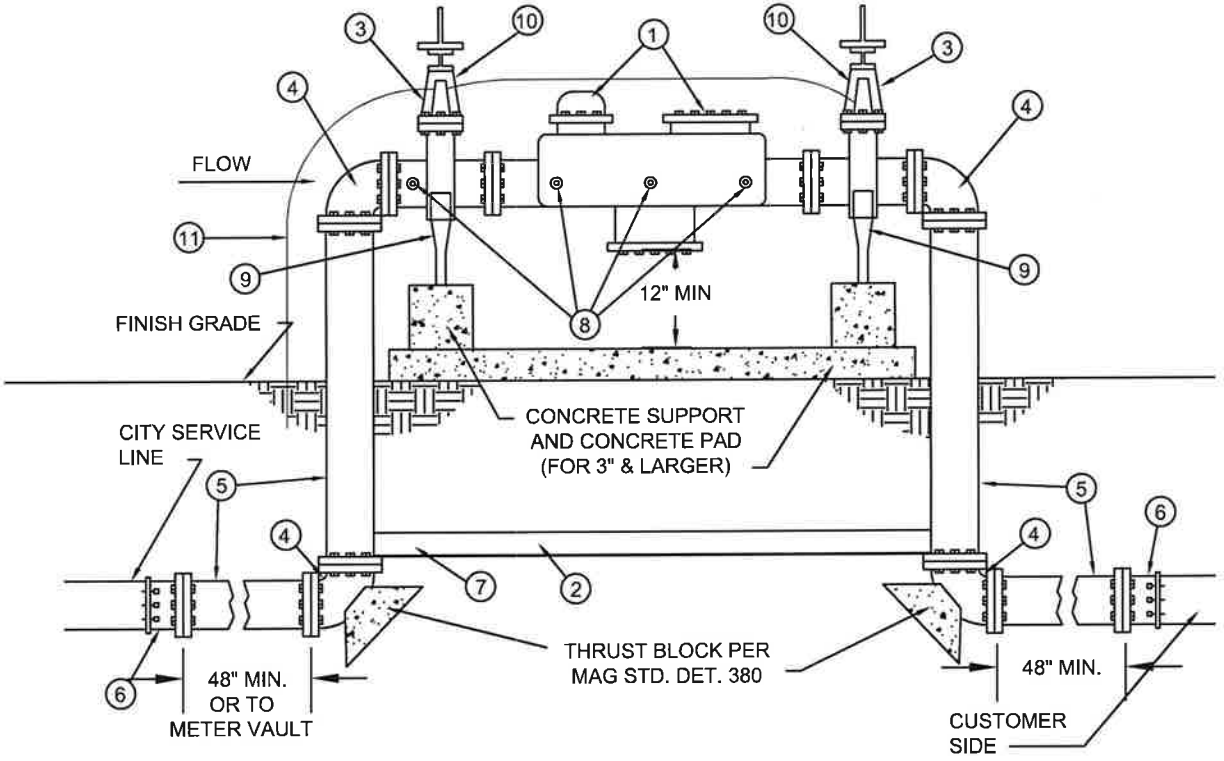
10. WELDING: FULL WELD ALL SEAMS.

11. PAINTING REQUIREMENTS: ALL UNITS SHALL BE THOROUGHLY CLEANED BOTH INSIDE AND OUTSIDE, JUST PRIOR TO PAINTING. ALL GREASE, OIL, GRAPHITE, MILL SCALE, WELD SLAG AND SPLATTER AND OTHER FOREIGN MATTER SHALL BE REMOVED FROM THE BARE METAL. THE CONTAINER SHALL BE COATED WITH ONE COAT OF SYNTHETIC PRIMER AND ONE FINISH COAT OF DESERT TAN ENAMEL OR LATEX SIMILAR TO CURRENT PAINT USED BY TOWN OF GILBERT. EXCEPT THE LOWER ONE HALF AND BOTTOM OF THE INSIDE WHICH SHALL BE WEATHER RESISTANT COATING RECOMMENDED BY THE PAINT MANUFACTURER FOR THIS APPLICATION.

DETAIL NO. 82	TOWN OF GILBERT STANDARD DETAIL	3 CU. YD. METAL FRONT LOADING REFUSE CONTAINER	REVISED 8/1/95	DETAIL NO. 82

LIST OF MATERIALS

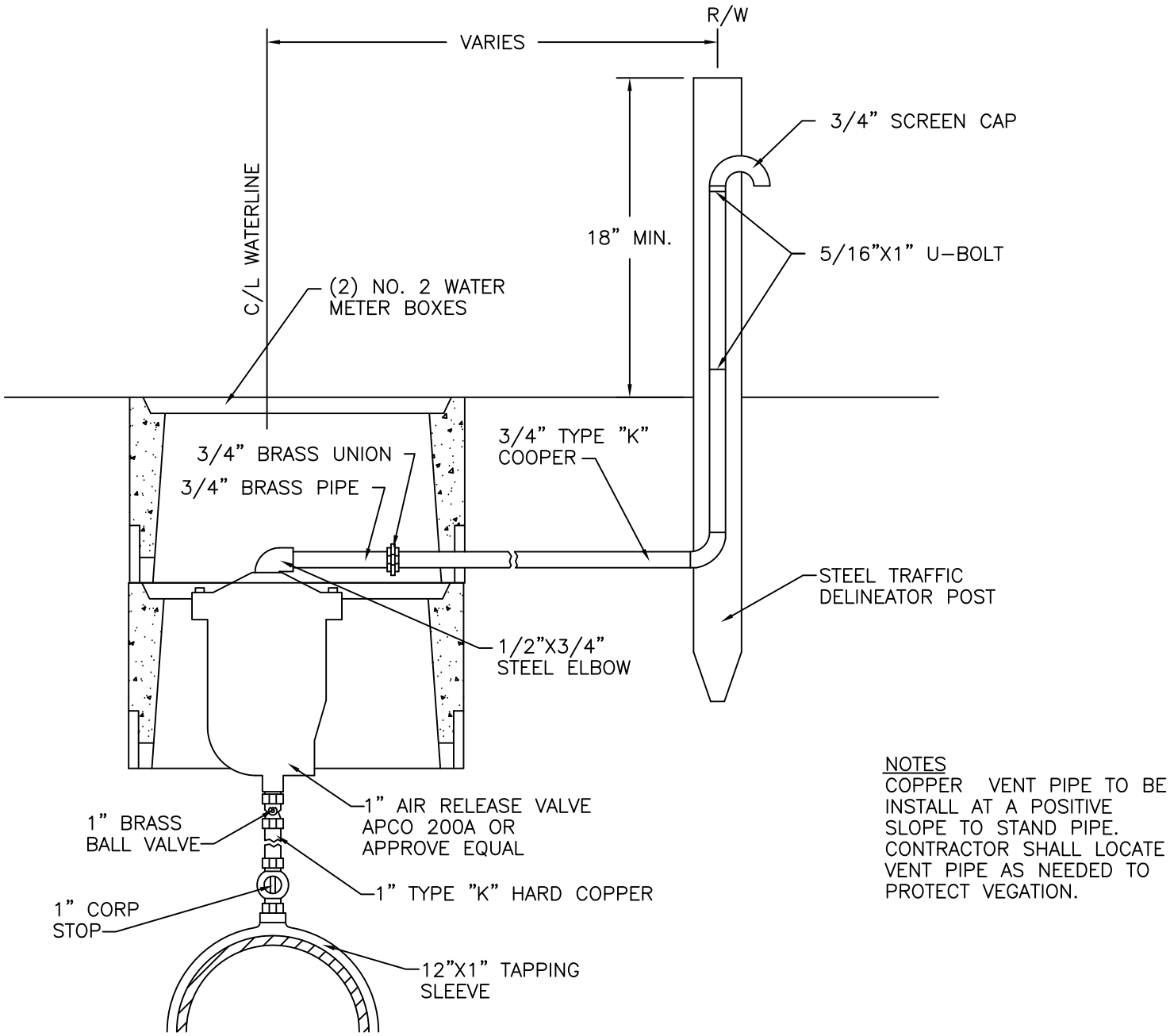
1. APPROVED REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTION ASSEMBLY
2. COAT WITH COAL TAR EPOXY (16 MILS.).
3. O.S. & Y. GATE VALVE (RESILIENT SEAT).
4. 90 ELBOW (FLANGED D.I.P. 3" THRU 10") OR (TYPE "K" COPPER 3/4" THRU 2 1/2").
5. PIPE SPOOL (FLANGED D.I.P. 3" THRU 10") OR (TYPE "K" COPPER 3/4" THRU 2 1/2").
6. FLANGED ADAPTER (WHEN REQUIRED).
7. 3" X 3" X 1/4" STEEL ANGLE (FOR 4" & LARGER ASSEMBLY ONLY) BOLT TO FLANGE EACH END WITH ONE BOLT.
8. BRASS FLARED TEST FITTINGS ARE REQUIRED ON ALL TEST COCKS
9. ADJUSTABLE PIPE SUPPORT (FOR 3" & LARGER ASSEMBLY ONLY).
10. TAMPER SWITCH (ON FIRE LINE ONLY).
11. ELECTRICAL CONDUIT FOR TAMPER SWITCH (ON FIRE LINE ONLY).



GENERAL NOTES

1. CONTACT THE TOWN OF GILBERT BACKFLOW PREVENTION DEPT FOR THE LATEST LIST OF APPROVED BACKFLOW PREVENTION BACKFLOW PREVENTION ASSEMBLIES.
2. ASSEMBLY SHALL BE APPROVED BY U.S.C. FOUNDATION FOR CROSS CONNECTION AND HYDRAULIC RESEARCH.
3. FOUR (4) TEST COCKS SHALL BE INSTALLED AS PER U.S.C.. TEST COCKS SHALL BE FITTED WITH BRASS FLARED TEST FITTINGS.
4. ABOVE GROUND INSTALLATIONS SHALL BE PROTECTED BY GUARD POSTS. SEE DETAIL 83-B
5. COPPER FITTINGS SHALL BE CONNECTED WITH LEAD-FREE SOLDER JOINTS.
6. CONCRETE SUPPORT PAD SHALL BE MIN. 12" WIDE BY LENGTH OF BACKFLOW PREVENTION ASSEMBLY.
7. FINISHED GRADE UNDERNEATH BACKFLOW PREVENTION ASSEMBLIES SHALL BE 95% COMPACTION.
8. ASSEMBLY TO BE PAINTED TAN OR TO MATCH BUILDING.

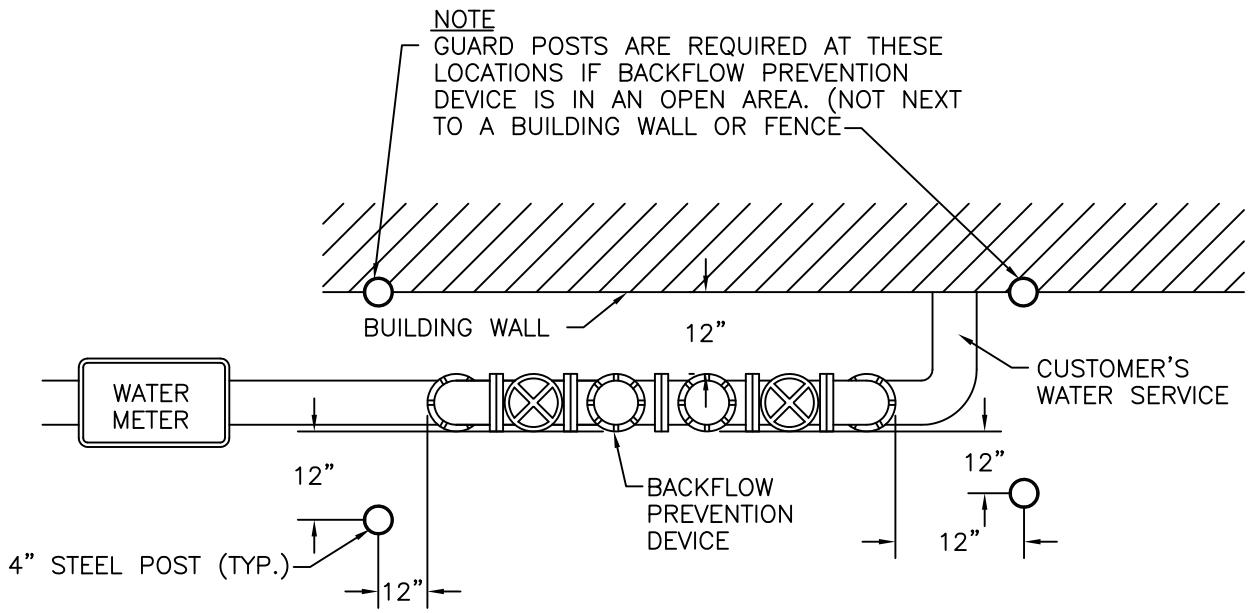
GILBERT	STANDARD DETAIL	2 1/2" AND LARGER REDUCED PRESSURE PRINCIPLE BACKFLOW ASSEMBLY	APPROVED TOWN ENGINEER 3-31-14 DATE	DETAIL NO. 83



NOTES
COPPER VENT PIPE TO BE INSTALL AT A POSITIVE SLOPE TO STAND PIPE. CONTRACTOR SHALL LOCATE VENT PIPE AS NEEDED TO PROTECT VEGATION.

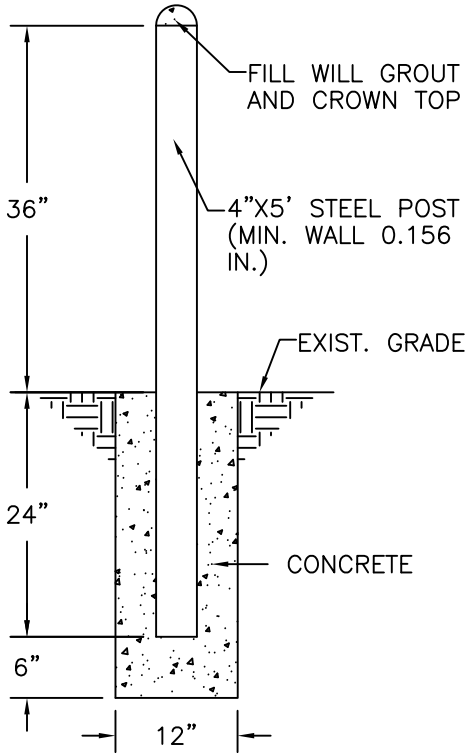
AIR RELEASE VALVE DETAIL

DETAIL NO. 83A	TOWN OF GILBERT STANDARD DETAIL	AIR RELEASE VALVE	REVISED 1/2005	DETAIL NO. 83A



GUARD POST FOR BACKFLOW PREVENTION DEVICES

PLAN VIEW

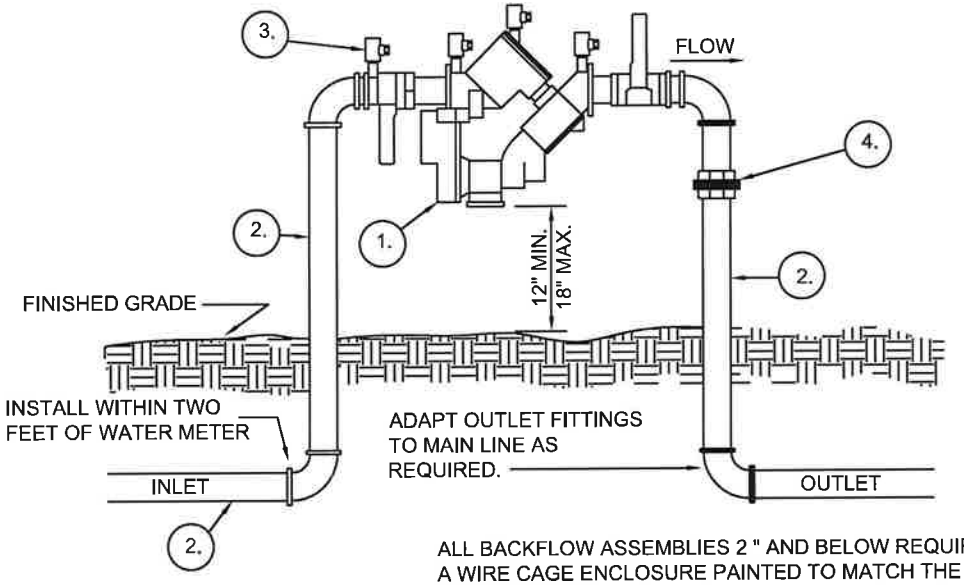


GUARD POST SECTION

DETAIL NO. 83B	TOWN OF GILBERT STANDARD DETAIL	GUARD POSTS	REVISED 1/2005	DETAIL NO. 83B

LIST OF MATERIALS:

1. APPROVED REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTER ASSEMBLY, BALL VALVES INCLUDED.
2. PIPING SHALL BE TYPE "K" HARD COPPER (3/4" THRU 2 1/2") USING LEAD-FREE SOLDER. 3" OR LARGER TO BE D.I.P..
3. BRASS FLARED TEST FITTINGS ARE REQUIRED ON ALL TEST COCKS
4. BRASS OR COPPER UNION (INSTALL ON DISCHARGE SIDE).
5. HEIGHT REQUIREMENTS FOR ASSEMBLIES (12" MIN. 18" MAX.).

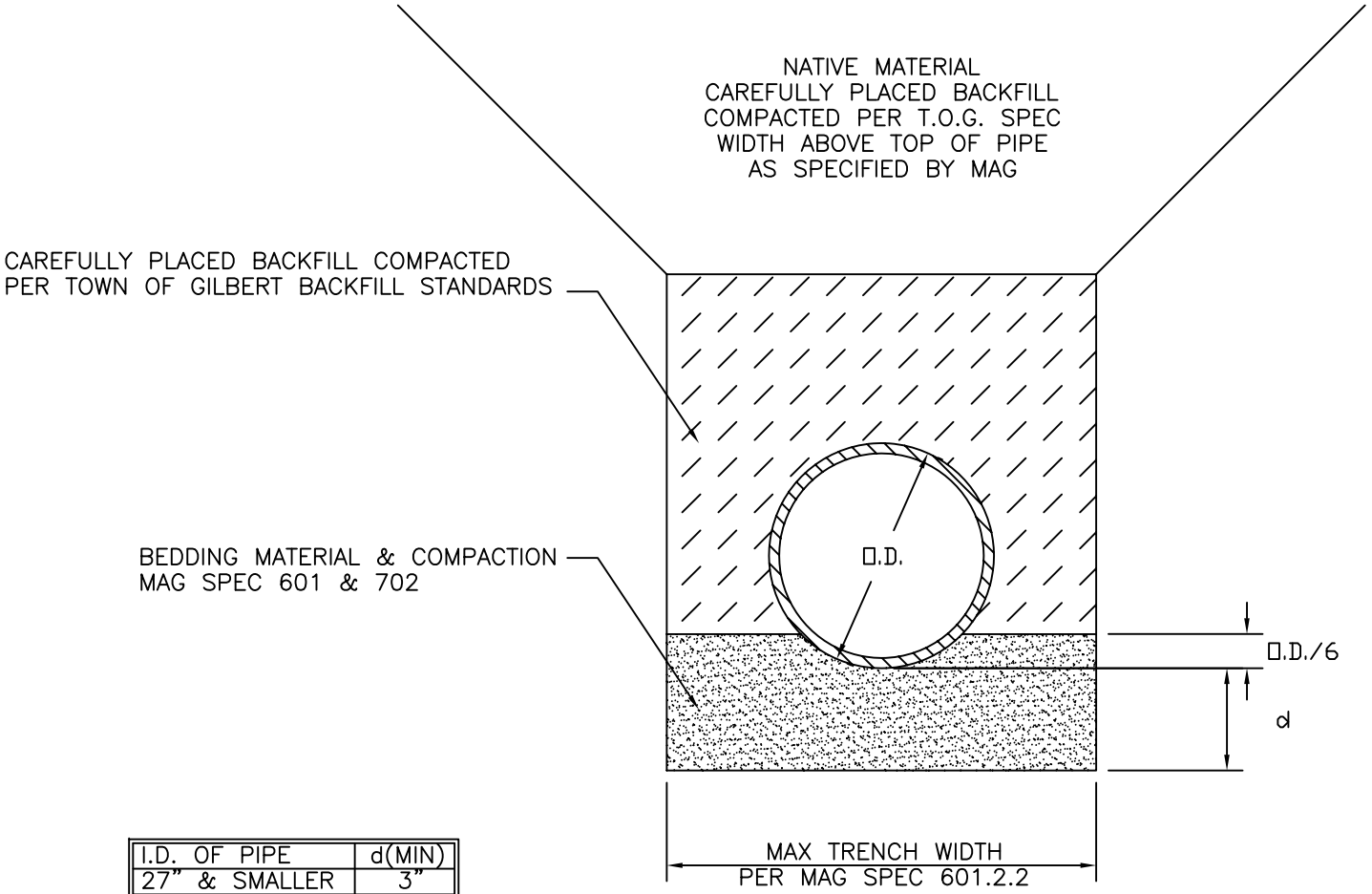


ALL BACKFLOW ASSEMBLIES 2 " AND BELOW REQUIRE A WIRE CAGE ENCLOSURE PAINTED TO MATCH THE PRIMARY BUILDING COLOR

GENERAL NOTES

1. CONTACT THE TOWN OF GILBERT BACKFLOW PREVENTION DEPARTMENT FOR THE MOST CURRENT LIST OF APPROVED BACKFLOW PREVENTION ASSEMBLIES.
2. ASSEMBLY SHALL BE APPROVED BY U.S.C. FOUNDATION FOR CROSS CONNECTION AND HYDRAULIC RESEARCH.
3. ABOVE GROUND INSTALLATIONS SHALL BE PROTECTED BY GUARD POSTS, AS REQUIRED SEE DETAIL 83-B.
4. ASSEMBLY SHALL BE INSTALLED LEVEL AND NOT IN A FLOOD PLAIN.
5. ASSEMBLY SHALL BE TESTED PRIOR TO BEING ACCEPTED. (CONTACT T.O.G. BF DEPT. FOR LIST OF CERTIFIED TESTERS.).
6. ASSEMBLY SHALL NOT BE INSTALLED ANY CLOSER THAN 24" FROM A WALL OR OBSTRUCTION (IF TEST COCKS FACE THE WALL) OR 12" FROM A WALL (IF TEST COCKS FACE AWAY).
7. CONCRETE SUPPORT PAD SHALL BE A MINIMUM OF 16" WIDE BY LENGTH OF PRESSURE ASSEMBLY.
8. FINISHED GRADE UNDERNEATH ASSEMBLY SHALL BE AT 95% COMPACTION.
9. ASSEMBLY SHALL NOT BE PLACED FARTHER THAN 2' FROM THE WATER METER.
10. PIPE CONNECTION BETWEEN BACKFLOW ASSEMBLY AND METER SHALL BE OF TYPE "K" COPPER
11. NO LESS THAN 36" OF COPPER SHALL EXIST DOWNSTREAM OF BACKFLOW
12. EPA - SWDA SECTION 1417 (d), AMENDED 1-4-2014: ALL (WET) DOMESTIC BRASS PLUMBING FIXTURES NOT LIMITED TO BACKFLOW PREVENTION ASSEMBLIES SHALL CONTAIN NO GREATER THAN <0.25% TOTAL LEAD CONTENT.

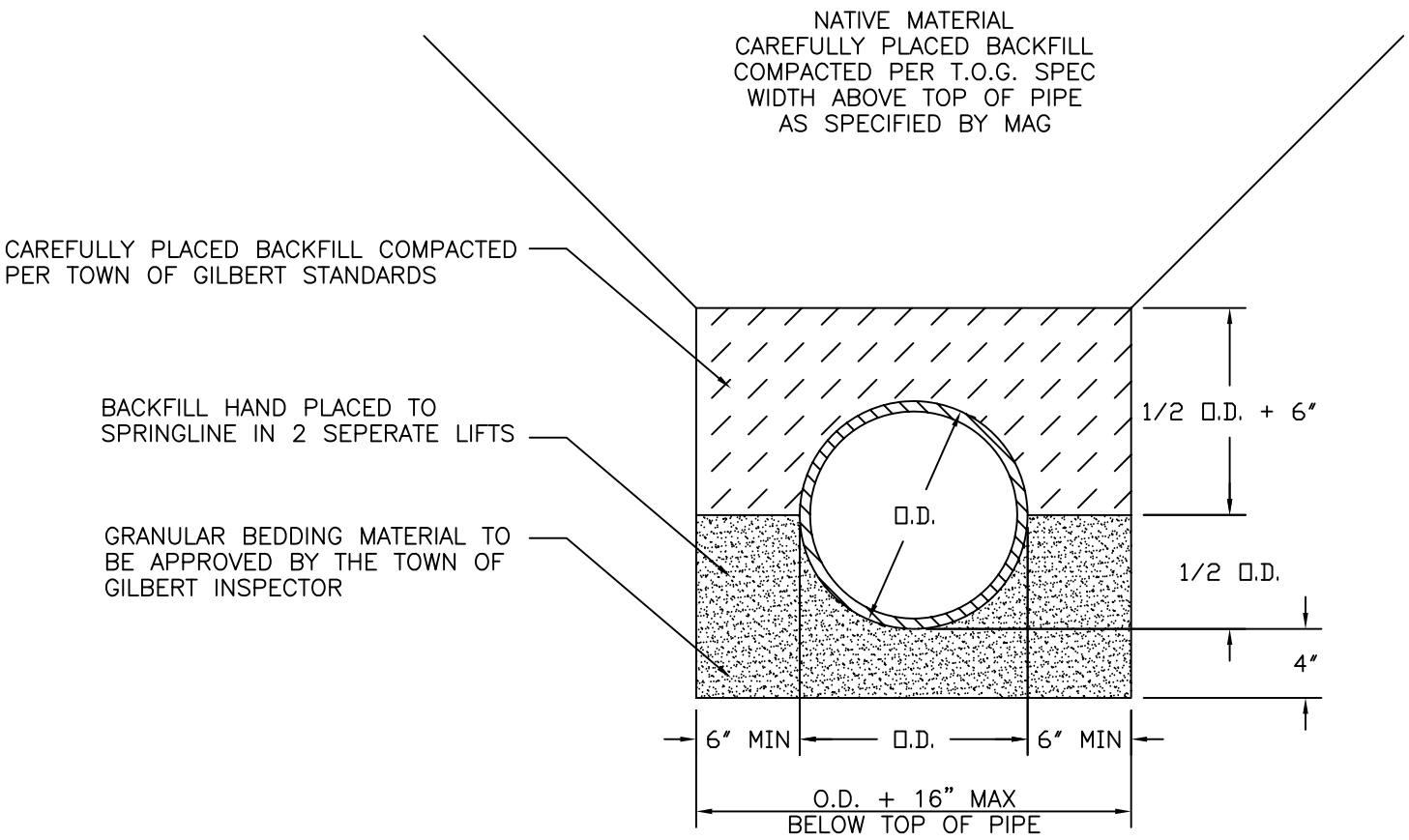
GILBERT	STANDARD DETAIL	2" AND SMALLER REDUCED PRESSURE PRINCIPLE BACKFLOW ASSEMBLY	APPROVED TOWN ENGINEER	3-31-14 DATE	DETAIL NO. 83L



I.D. OF PIPE	d(MIN)
27" & SMALLER	3"
30" TO 60"	4"
66" & LARGER	6"

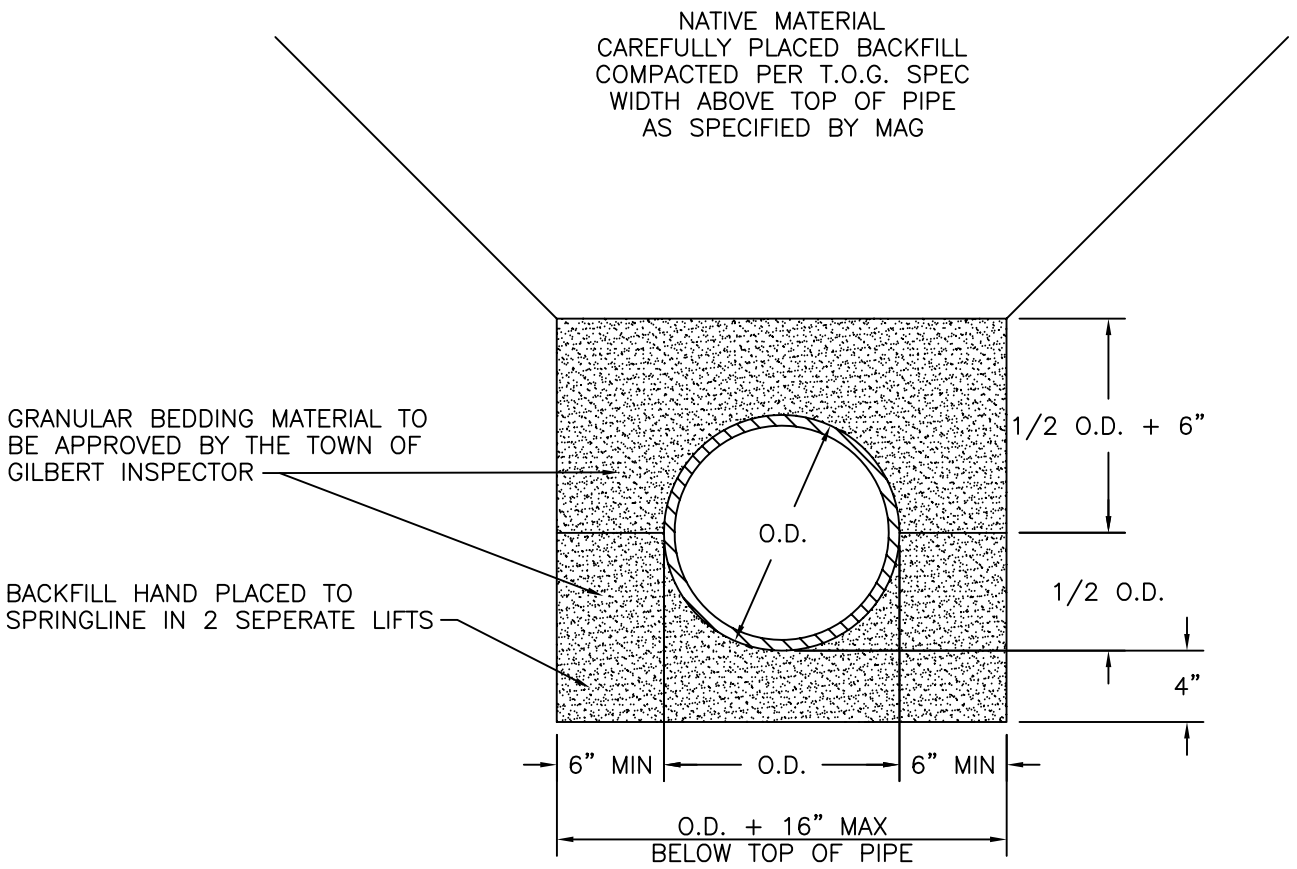
CONCRETE PIPE BEDDING DETAIL
CLASS C

DETAIL NO. 84	TOWN OF GILBERT STANDARD DETAIL	BEDDING DETAIL CONCRETE PIPE	REVISED 8/2008	DETAIL NO. 84



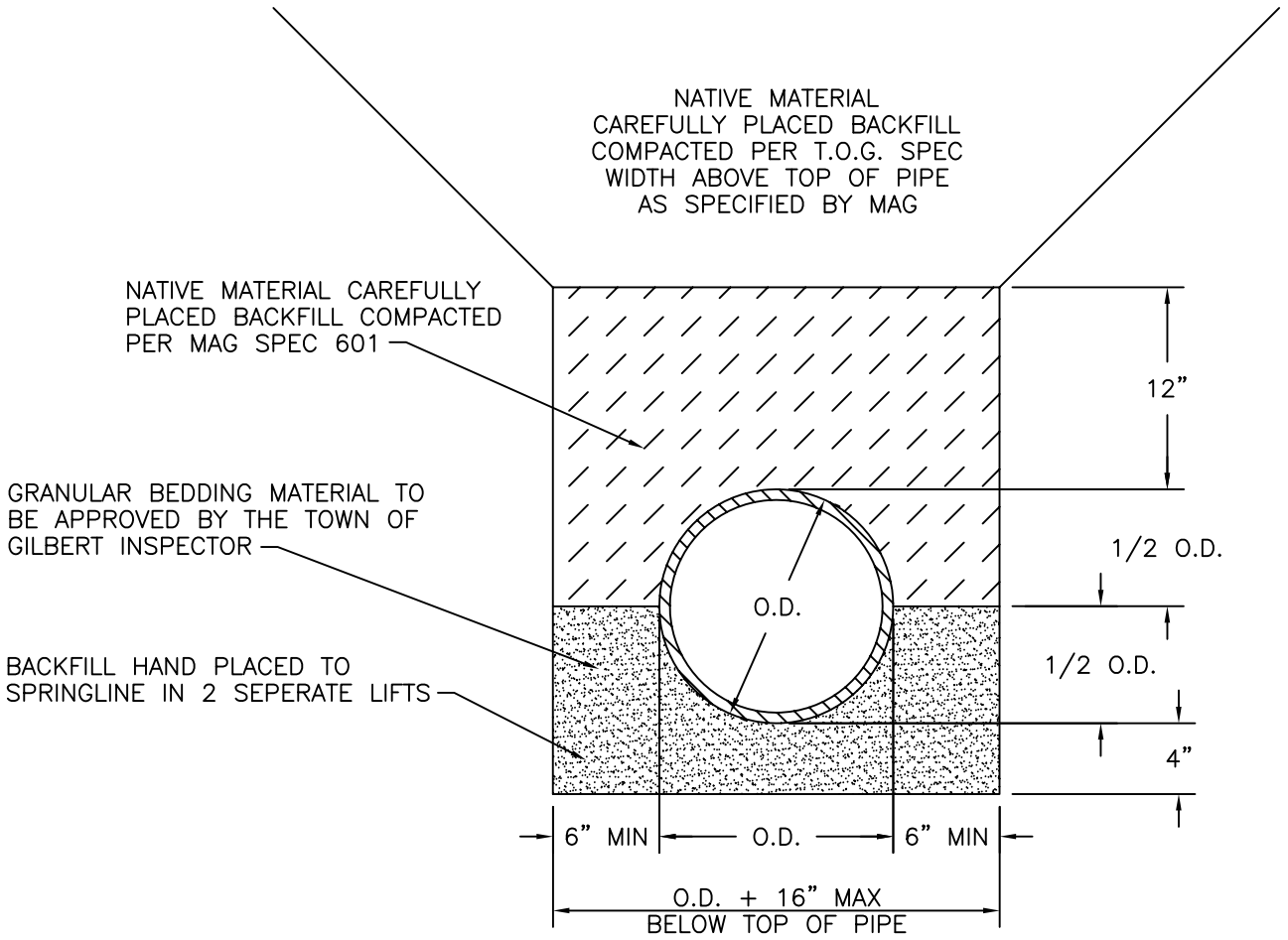
PVC WATER PIPE BEDDING DETAIL
C-900

DETAIL NO. 85	TOWN OF GILBERT STANDARD DETAIL	BEDDING DETAIL C-900 WATER PIPE	REVISED 8/2008	DETAIL NO. 85



PVC SEWER PIPE BEDDING DETAIL
NTS

DETAIL NO. 86	TOWN OF GILBERT STANDARD DETAIL	BEDDING DETAIL PVC SEWER PIPE	REVISED 8/2008	DETAIL NO. 86

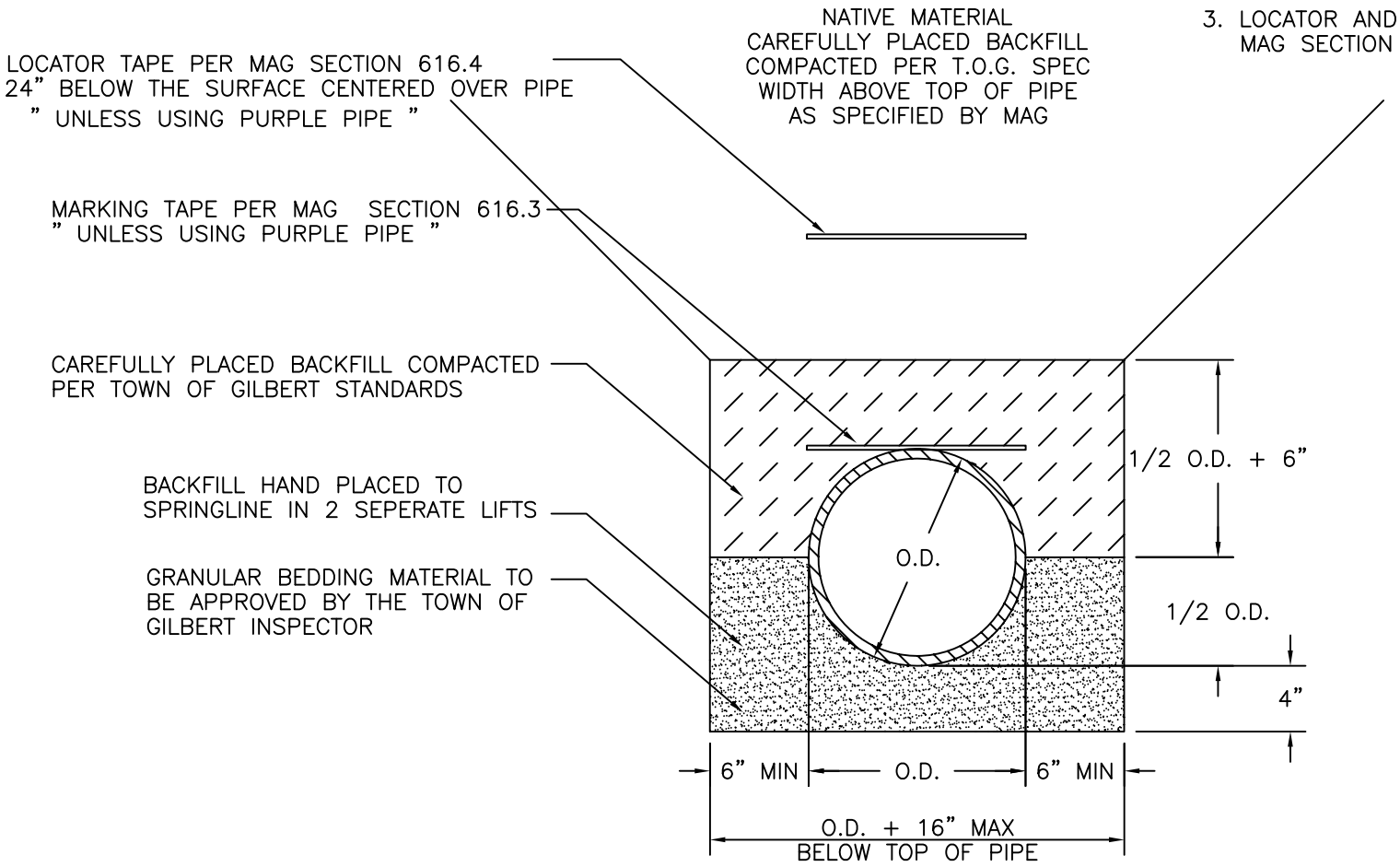


VCP SEWER PIPE BEDDING DETAIL
NTS

DETAIL NO. 87	TOWN OF GILBERT STANDARD DETAIL	BEDDING DETAIL VCP SEWER PIPE	REVISED 8/2008	DETAIL NO. 87

RECLAIMED WATER NOTES

1. INSTALL IN ACCORDANCE WITH MAG SECTION 616
2. USE PURPLE PIPE MARKED RECLAIMED WATER CL 200 PSI 73° F , PVC 1120 ASTM D2241, SDR 21
3. LOCATOR AND MARKING TAPE AS SPECIFIED PER MAG SECTION 616 OR APPROVAL BY THE T.O.G.



PVC RECLAIMED WATER PIPE BEDDING DETAIL

DETAIL NO. 88	TOWN OF GILBERT STANDARD DETAIL	BEDDING DETAIL RECLAIMED WATER LINE	REVISED 8/2008	DETAIL NO. 88

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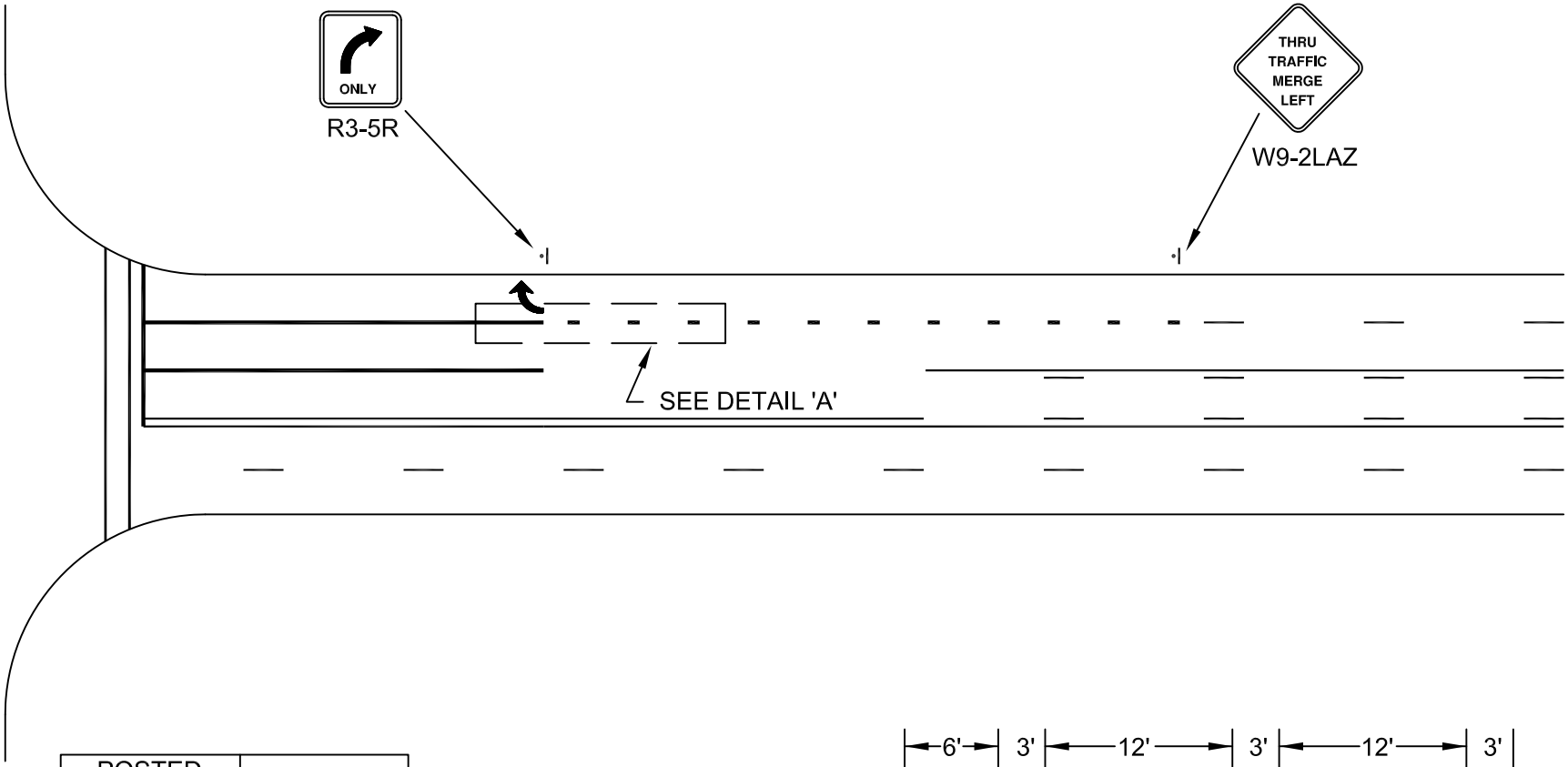
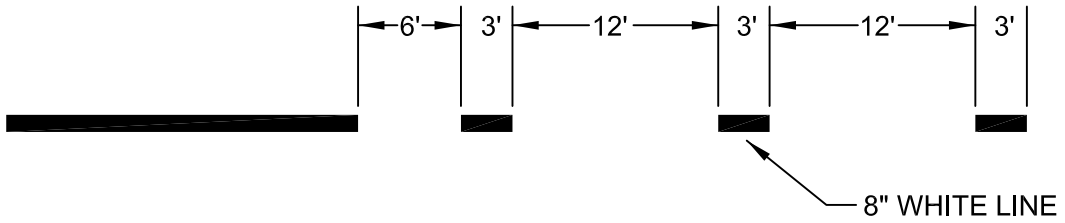


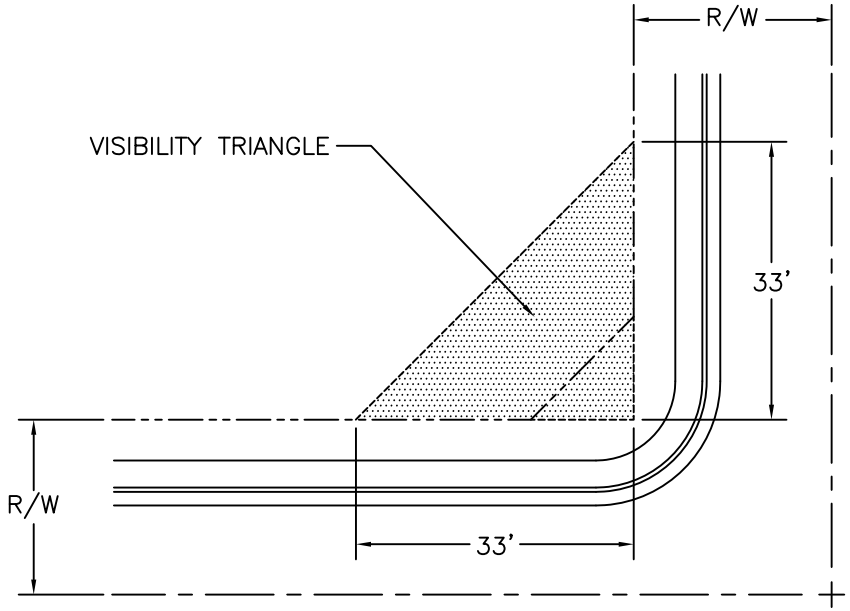
POSTED SPEED LIMIT	D (ft.)
20	225
25	325
30	450
35	550
40	650
45	750
50	850



DETAIL 'A'

DISTANCES TAKEN FROM TABLE 2C-4
OF THE MUTCD 2003 EDITION.
DISTANCES MAY BE SHORTENED BASED ON
GEOMETRIC CONDITIONS WITH TOWN APPROVAL.

DETAIL NO.	TOWN OF GILBERT STANDARD DETAIL	TRAP LANE DETAIL	REVISED 12/13/2007	DETAIL NO.
90				90

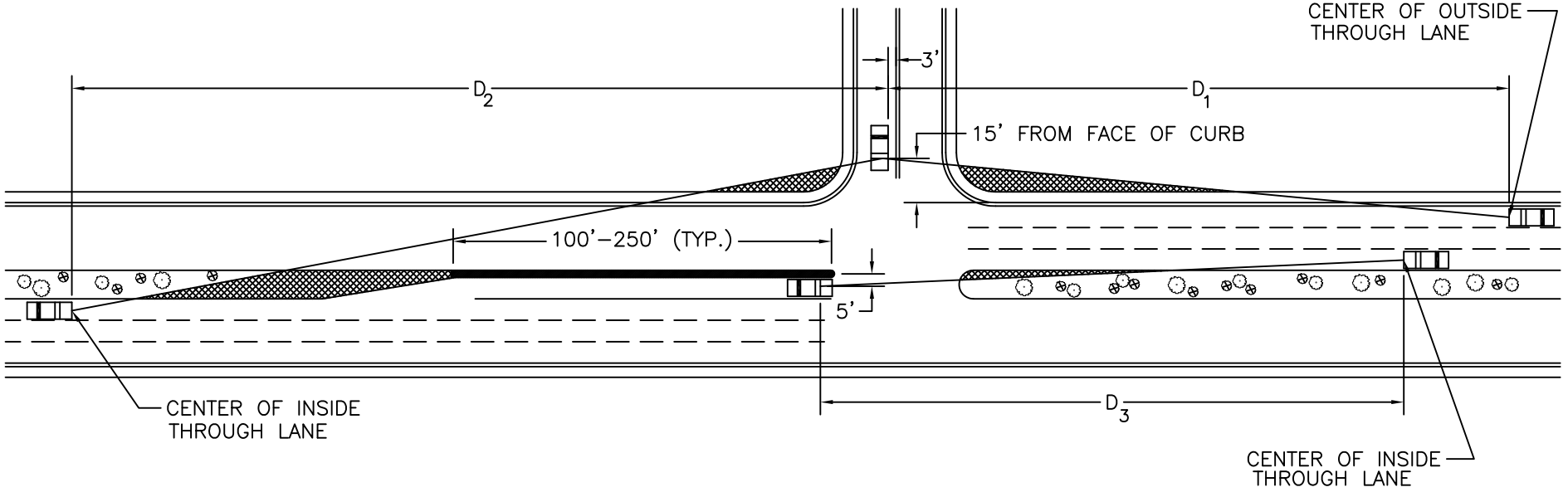


GROUND COVER AND FLOWERS LESS THAN 24 INCHES (MATURE) IN HEIGHT, GRANITE, AND TREES TRIMMED TO MINIMUM OF 7 FEET ABOVE GROUND ALLOWED IN THIS AREA.

NOTE: DETAIL PERTAINS TO ALL UNCONTROLLED INTERSECTIONS.

CONTROLLED INTERSECTIONS SHALL MEET THE REQUIREMENTS IN STANDARD DETAIL 93.

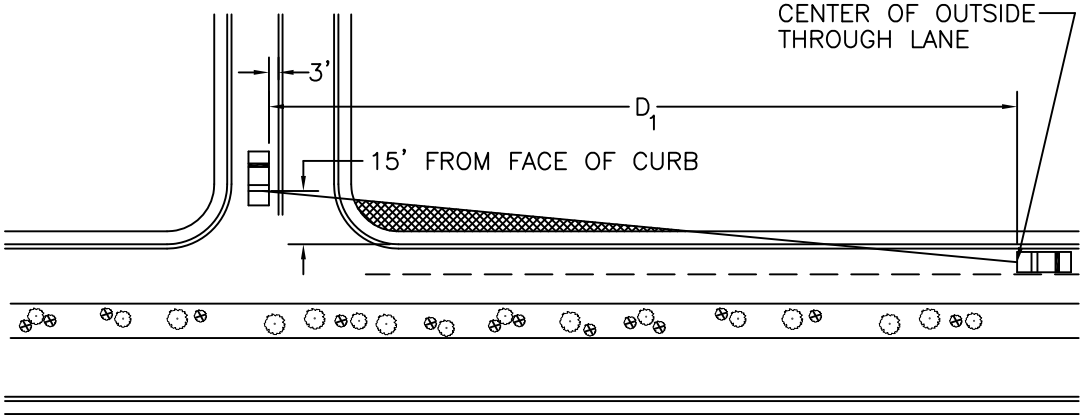
DETAIL NO. 92	TOWN OF GILBERT STANDARD DETAIL	SIGHT DISTANCE AT UNCONTROLLED INTERSECTIONS	8/2/96	DETAIL NO. 92



GROUND COVER AND FLOWERS LESS THAN 24 INCHES (MATURE) IN HEIGHT, GRANITE, AND TREES TRIMMED TO MINIMUM OF 7 FEET ABOVE GROUND ALLOWED IN THIS AREA.

NO PLANTS OF ANY KIND, BOULDERS, OR STRUCTURES ALLOWED IN THIS AREA. DECORATIVE CONCRETE PREFERRED.

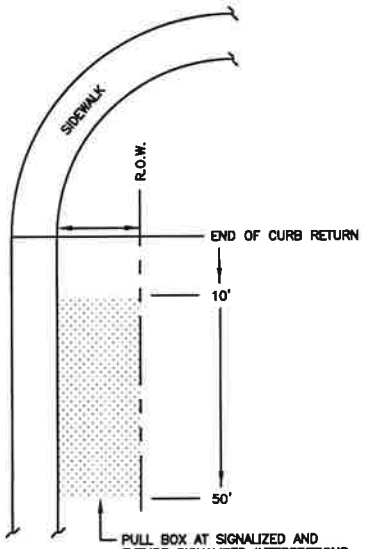
POSTED SPEED LIMIT ON MAIN STREET	D_1	D_2	D_3
25	250	290	260
30	300	370	310
35	360	440	390
40	450	530	470
45	540	620	540
50	620	700	600



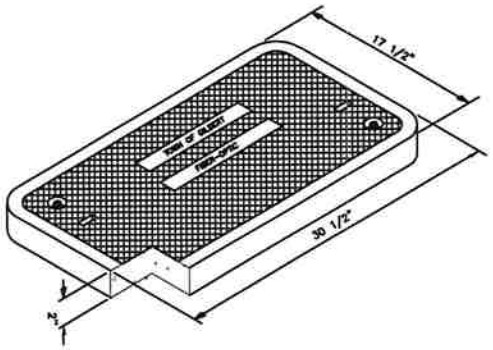
NOTE: DETAIL PERTAINS TO ALL CONTROLLED INTERSECTIONS AND COMMERCIAL/SHOPPING CENTER DRIVEWAYS ON ALL CLASSIFICATIONS OF ROADWAYS.

UNCONTROLLED INTERSECTIONS SHALL MEET THE REQUIREMENTS IN STANDARD DETAIL 92.

DETAIL NO. 93	TOWN OF GILBERT STANDARD DETAIL	SIGHT DISTANCE AT CONTROLLED INTERSECTIONS	12/13/2007	DETAIL NO. 93



TYPICAL PULL BOX LOCATION AT INTERSECTION



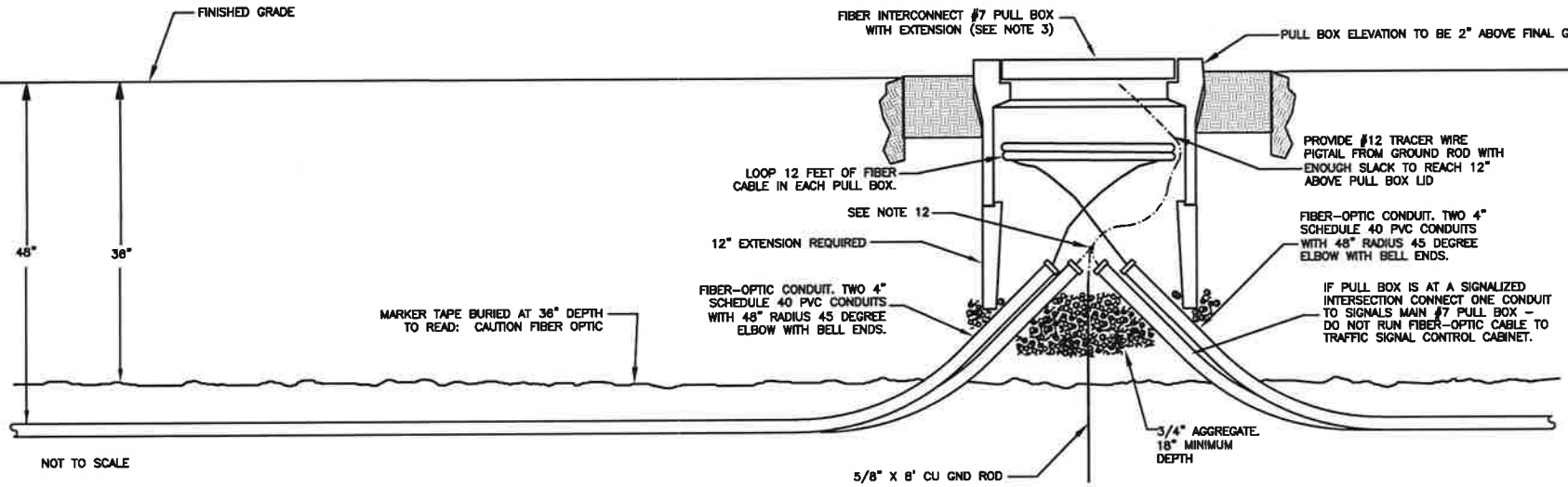
PULL BOX LID DETAIL (SEE NOTE 11)

GENERAL NOTES:

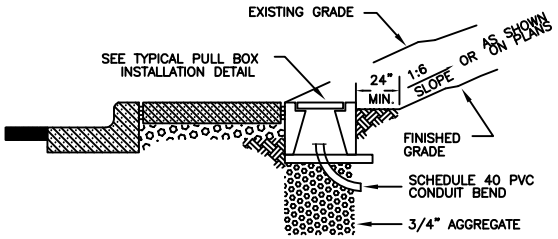
1. FIBER–OPTIC CONDUIT RUNS SHALL BE INSTALLED ON THE SAME SIDE OF THE STREET AS TRAFFIC SIGNAL CONTROL CABINET(S).
2. WHEN NEW STREETLIGHT CONDUIT IS BEING INSTALLED, THE CONDUIT FOR THE FIBER–OPTIC CABLE SHALL SHARE A COMMON TRENCH WITH THE STREETLIGHT CONDUIT.
3. REFER TO T.O.G. DETAIL 95 FOR PULL BOX INSTALLATION.
4. PULL BOX COVER LETTERING SHALL BE 1" LETTERS CAST IN STANDARD MARKINGS "TOWN OF GILBERT FIBER–OPTIC"
5. PULL BOXES SHALL BE SPACED APPROXIMATELY 1000 FEET APART
6. CABLE SHALL BE SUPPLIED ON 6000 FOOT REELS.
7. CABLE SHALL BE INSTALLED AS ONE CONTINUOUS PIECE WITH NO SPLICES INSIDE # 7 PULL BOXES.
8. ONE (1) GALLON OF WIRE PULLING "SOAP" SHALL BE USED PER 660 FEET WHEN PULLING CABLE.
9. CONDUITS FOR FIBER SYSTEM SHALL BE BLOWN OUT WITH COMPRESSED AIR AND HAVE AN 8" LONG METAL DISK MANDREL PULLED THROUGH BEFORE FIBER CABLE IS INSTALLED.
10. CONTRACTOR SHALL PERFORM AN "OTDR" (OPTICAL TIME–DOMAIN REFLECTOMETER) TEST AND A POWER METER TEST AS CALLED OUT IN THE TOWN OF GILBERT FIBER OPTIC SPECIAL PROVISIONS, ON ALL FIBERS WITH THE TRAFFIC OPERATIONS STAFF PRESENT BEFORE FINAL ACCEPTANCE. OPERATOR SHALL BE QUALIFIED TO PERFORM TEST. WRITTEN TEST RESULTS SHALL BE PROVIDED TO TECHNICIAN AS TO RESULTS OF EACH FIBER TESTED.
11. PULL BOX LID SHALL BE #7 CHRISTY "FIBRELYTE" (PART NUMBER FL36T) OR APPROVED EQUAL.
12. INSTALL 2500 LB PULL TAPE AND 1–#12 GREEN TRACER WIRE IN ALL CONDUITS. ALL TRACER WIRES SHALL BE SPLICED TOGETHER AND BONDED TO GROUND ROD IN EACH PULL BOX.
13. SUPPLIERS AND/OR PART NUMBERS OTHER THAN THOSE NOTED BELOW MUST BE PRE–APPROVED BY THE TOWN OF GILBERT TRAFFIC OPERATIONS STAFF.

FIBER OPTIC CABLE:

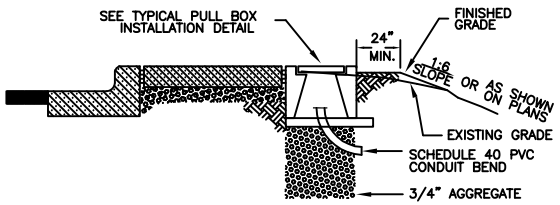
APPROVED SUPPLIER:	OPTICAL CABLE CORPORATION (OCC)
PART NUMBER:	F–ETH–1A1J–12–ES–096–E3
DESCRIPTION:	MULTIPURPOSE, SINGLE JACKET, LOOSE TUBE.
FIBER:	96 STRANDS SMFO 1310/1550 NM
JACKET:	INDOOR/OUTDOOR POLYETHYLENE, BLACK.
PULL TAPE:	NEPTCO WP2500P



GILBERT	STANDARD DETAIL	NO. 7 PULL BOX TYPICAL INSTALLATION FOR FIBER INTERCONNECT	APPROVED _____ TOWN ENGINEER	5-12-14 DATE	DETAIL NO. 94



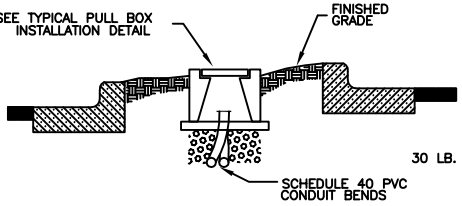
UPWARD SLOPE DETAIL



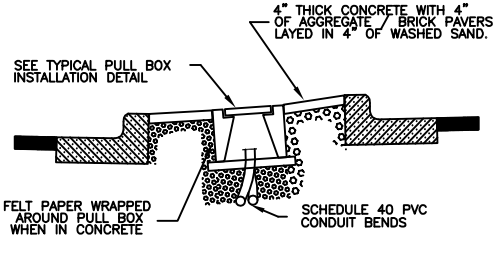
DOWNWARD SLOPE DETAIL

GENERAL NOTES:

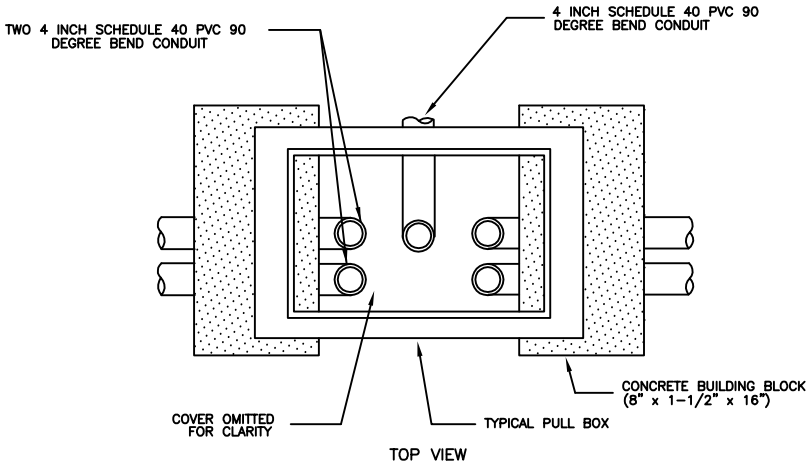
1. ALL FINISHED TRAFFIC SIGNAL EQUIPMENT (POLE FOUNDATIONS, PULL BOXES, AND CONTROLLER CABINET PADS) SHALL BE AT BACK OF SIDEWALK GRADE, UNLESS OTHERWISE NOTED ON PLANS.
2. WHEN TRAFFIC SIGNAL EQUIPMENT (POLES, PULL BOXES, AND CONTROLLER CABINETS) ARE INSTALLED IN AN UPWARD SLOPE SECTION, THE PROJECT ENGINEER SHALL DESIGN A RETAINING WALL OR CUT BACK EXISTING GRADE TO OBTAIN A LEVEL AREA FOR AT LEAST 24 INCHES FROM THE TRAFFIC SIGNAL EQUIPMENT. THE SLOPE OF THE FINISHED GRADE SHALL NOT EXCEED A 1:6 SLOPE AND SHALL MATCH AND CONFORM TO THE EXISTING TERRAIN.
3. WHEN TRAFFIC SIGNAL EQUIPMENT (POLES, PULL BOXES, AND CABINETS) ARE INSTALLED IN A DOWNWARD SLOPE SECTION, NEEDED DIRT SHALL BE HAULED IN TO OBTAIN A LEVEL AREA FOR AT LEAST 24 INCHES FROM THE TRAFFIC SIGNAL EQUIPMENT. THE SLOPE OF THE FINISHED GRADE SHALL NOT EXCEED A 1:6 SLOPE AND SHALL MATCH AND CONFORM TO THE EXISTING TERRAIN.
4. CONDUIT END BELLS SHALL BE INSTALLED BEFORE PULLING WIRE.
5. BACKFILL WITH EXCAVATED MATERIALS AND THOROUGHLY TAMP PER M.A.G. STANDARD 601.
6. FINISH GRADE SHALL BE 2" DOWN FROM TOP OF BOX. ANY PAVEMENT OR SIDEWALK SHALL BE FLUSH WITH TOP OF BOX.



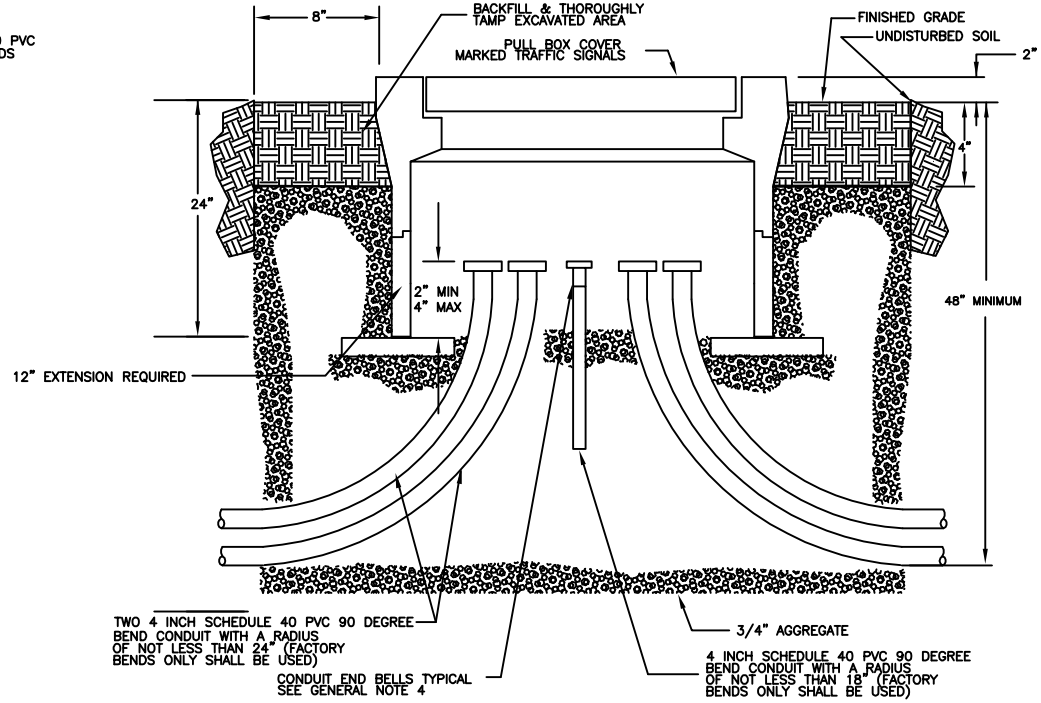
MEDIAN DETAIL



CONCRETE MEDIAN DETAIL

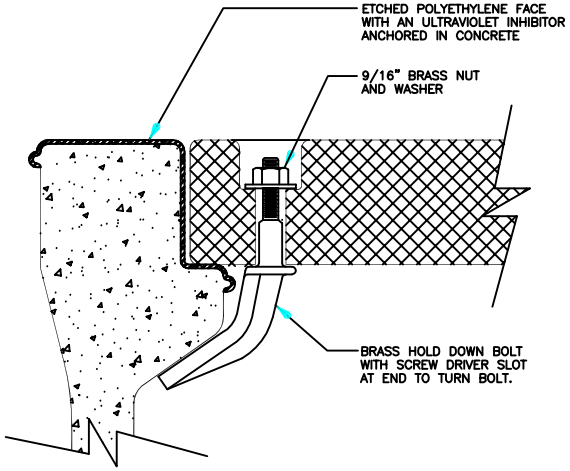


TOP VIEW



TYPICAL PULL BOX INSTALLATION DETAIL

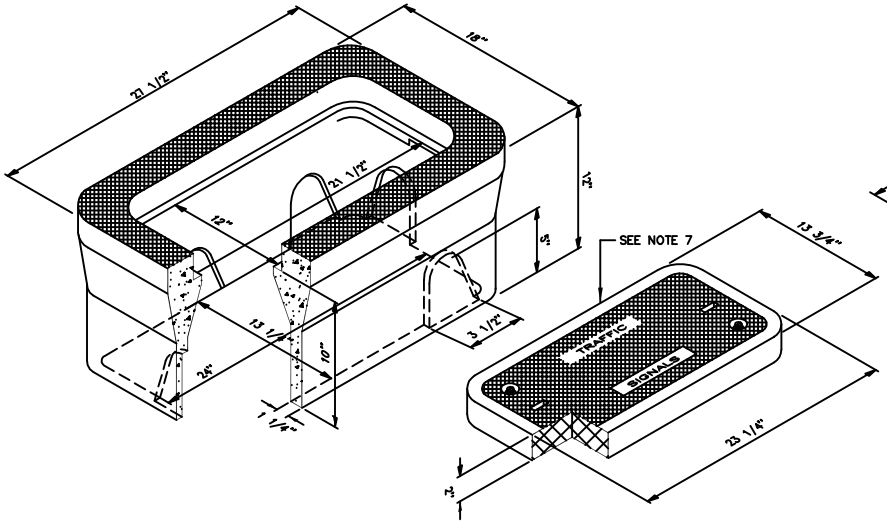
GILBERT ARIZONA	STANDARD DETAIL	NO. 7 PULL BOX TYPICAL INSTALLATION FOR TRAFFIC SIGNALS	Revised 07/05/2012	DETAIL NO. 95



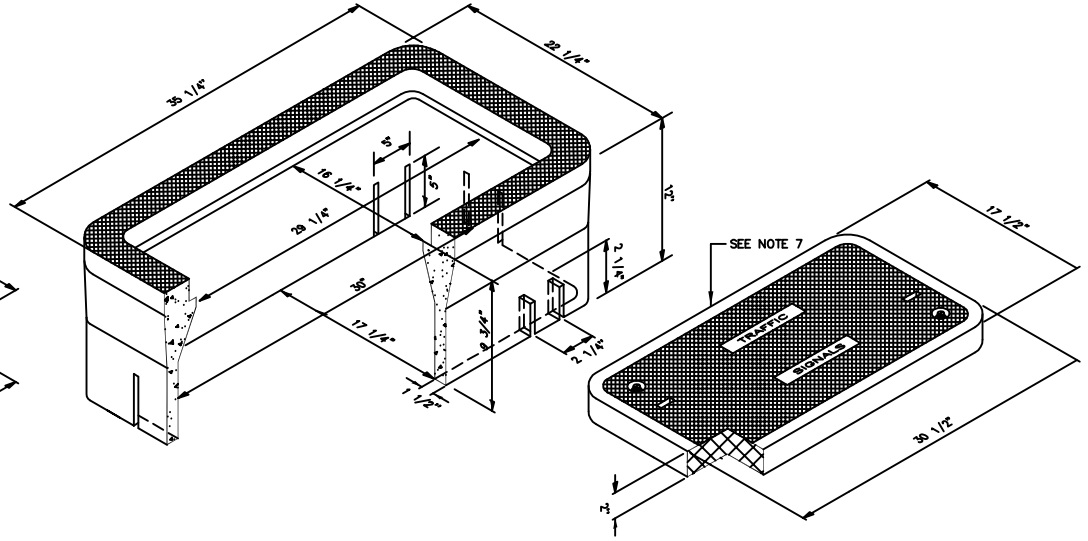
HOLD DOWN BOLT DETAIL

GENERAL NOTES:

1. ALL DIMENSIONS ARE IN INCHES.
2. ALL BOXES SHALL BE MADE OF A HIGH DENSITY REINFORCED CONCRETE MATERIAL WITH END AND SIDE KNOCKOUTS, AND NON-SETTLING SHOULDERS TO MAINTAIN GRADE. ALL BOXES SHALL BE MANUFACTURED WITH APPROXIMATE DIMENSIONS AS SHOWN.
3. ALL BOXES SHALL HAVE AN ETCHED POLYETHYLENE FACE WITH AN ULTRAVIOLET INHIBITOR ANCHORED IN CONCRETE.
4. ALL BOXES SHALL BE CHRISTY OR APPROVED EQUAL.
5. COVER LETTERING SHALL BE 1" LETTERS CAST IN STANDARD MARKINGS "TRAFFIC SIGNALS".
6. REFER TO T.O.G. DETAIL GB842 FOR PROPER INSTALLATION.
7. ALL PULL BOX LIDS SHALL BE CHRISTY "FIBRELYTE" OR APPROVED EQUAL. CONCRETE LIDS SHALL NOT BE USED.

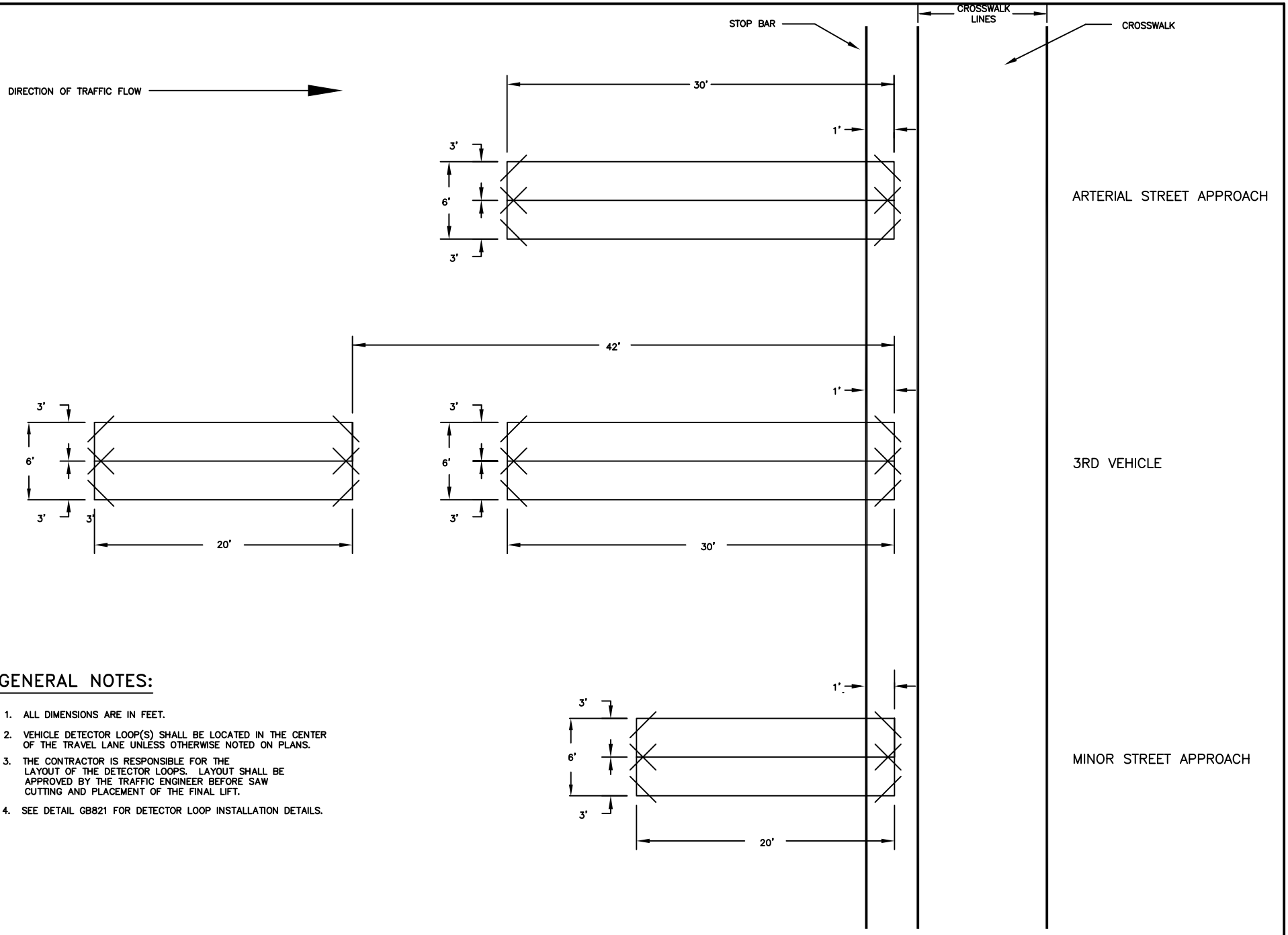


TRAFFIC SIGNAL NUMBER 5 1/2
(PULL BOX PART NUMBER N-30, LID PART NUMBER FL30T)



TRAFFIC SIGNAL NUMBER 7 (N-36)
(PULL BOX PART NUMBER N-36, LID PART NUMBER FL36T)

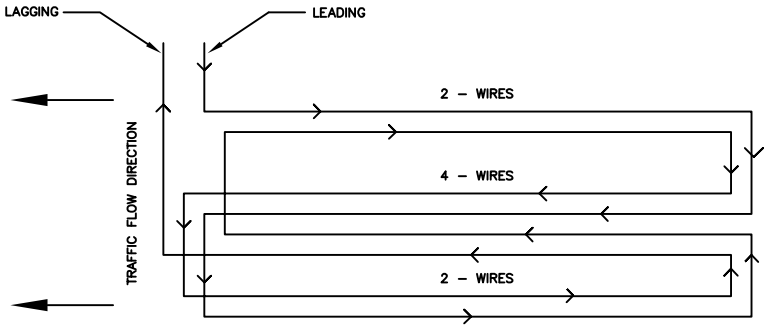
GILBERT ARIZONA	STANDARD DETAIL	TRAFFIC SIGNAL PULLBOX	Revised 07/05/2012	DETAIL NO. 96



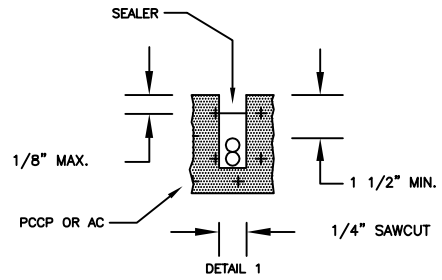
GENERAL NOTES:

1. ALL DIMENSIONS ARE IN FEET.
2. VEHICLE DETECTOR LOOP(S) SHALL BE LOCATED IN THE CENTER OF THE TRAVEL LANE UNLESS OTHERWISE NOTED ON PLANS.
3. THE CONTRACTOR IS RESPONSIBLE FOR THE LAYOUT OF THE DETECTOR LOOPS. LAYOUT SHALL BE APPROVED BY THE TRAFFIC ENGINEER BEFORE SAW CUTTING AND PLACEMENT OF THE FINAL LIFT.
4. SEE DETAIL GB821 FOR DETECTOR LOOP INSTALLATION DETAILS.

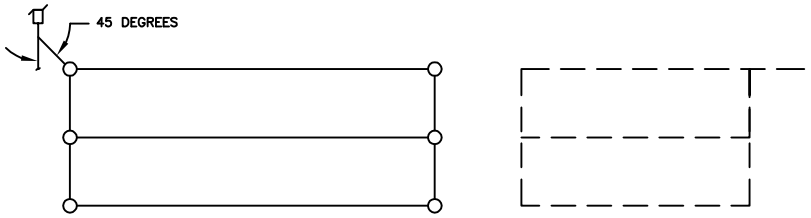
GILBERT ARIZONA	STANDARD DETAIL	LOOP DETECTOR LAYOUT TYPICAL	Revised 07/05/2012	DETAIL NO. 97



WIRING DIAGRAM FOR
QUADRUPOLE LOOP

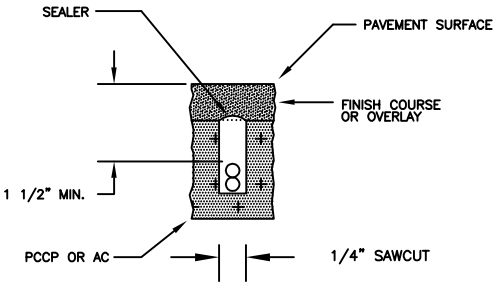


DETAIL 1

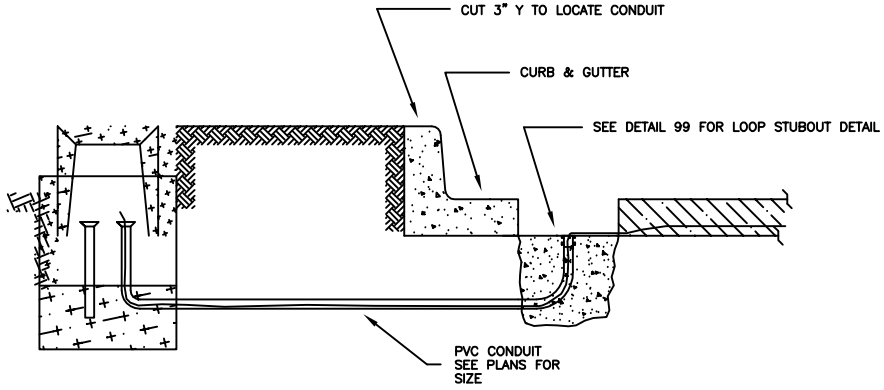


SAW CUT PATTERN FOR
QUADRUPOLE LOOP

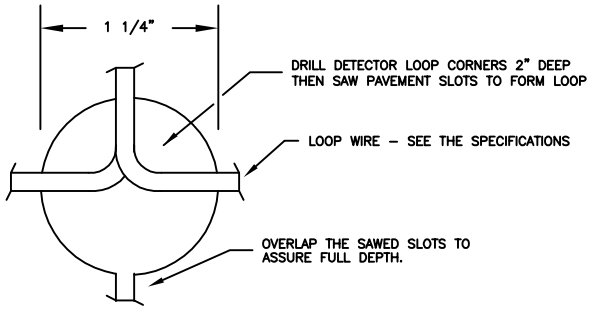
QUADRUPOLE DETECTOR LOOP
PLAN SYMBOL



DETAIL 2



DETAIL "A"



DRILLING DETAIL

GENERAL NOTES:

1. ALL DIMENSIONS ARE IN INCHES.
2. ALL DETECTOR LOOPS SHALL BE INSTALLED AS SHOWN ON THE PROJECT PLANS, TOWN OF GILBERT STANDARD DRAWINGS, OR AS DIRECTED BY THE ENGINEER.
3. ANY DETECTOR LOOP THAT DOES NOT MEET THE ADOT FIELD TEST REQUIREMENT (ADOT 735–3.01 (E)), OR CANNOT BE TUNED TO THE ENGINEER'S SATISFACTION SHALL BE REPLACED BY THE CONTRACTOR AT NO COST TO THE TOWN.
4. ON ALL PROJECTS WHERE NEW PAVEMENT IS TO BE INSTALLED, THE DETECTOR LOOPS SHALL BE INSTALLED IN THE BASE COURSE.
5. ALL SAW CUTS REQUIRE 1 1/2" COVER MINIMUM.
6. TOWN OF GILBERT WILL ACCEPT EITHER CORE DRILL OR 45 DEGREE SAW CUT CORNERS.
7. BLOW OUT ALL SAW CUTS BEFORE INSTALLING THE LOOP WIRE. AFTER BLOWING OUT SAW CUTS, CLEAN SILT FROM ROADWAY SURFACE SO THAT NO LAYER OF DEBRIS EXISTS AND ALL PAINTED LANE LINES ARE CLEARLY VISIBLE.
8. ALL DETECTOR LOOPS SHALL BE GIVEN A CONTINUITY AND INSULATION TEST BY THE CONTRACTOR BEFORE AND AFTER PLACING THE FINAL PAVING OR PLACING THE SEALER IN THE SAW CUTS.
9. LOOP WIRE USED IN THE ROADWAY DETECTION SHALL BE IMSA SPECIFICATION #51–5–1984. THE ENCASING TUBE COLOR SHALL BE ORANGE.
10. NUMBER OF LOOP TURNS SHALL BE AS SHOWN UNLESS OTHERWISE SPECIFIED.
11. SAWCUTS SHALL BE SEALED (FILLED) WITH W.R. MEADOWS LOOP SEALANT, 3M LOOP SEALANT, OR HOT APPLIED RUBBERIZED SEALANT, TO 1/8" BELOW PAVEMENT SURFACE.
12. ALL LEAD–IN CABLE IS TO BE PLACED IN CONDUIT (LOOP STUB OUTS) TO CROSS UNDER CURB AND GUTTER TO PULL BOX. CONDUIT IS TO BE 2" SCHEDULE 40 PVC.
13. ALL LOOP WIRE SHALL BE TWISTED AT THE RATE OF TWO TURNS PER FOOT FROM THE CORNER OF THE LOOP INTO THE PULL BOX.
14. LOOP STUB OUT HOLE AT GUTTER LIP IS TO BE FILLED AS SHOWN ON DETAIL GB822
15. THE LEADING WIRE FOR EACH LOOP SHALL BE TAGGED WITH WHITE TAPE TO DIFFERENTIATE BETWEEN THE LEADING AND LAGGING END OF THE WIRE.
16. WHEN HOOKING UP MULTIPLE LOOPS TO THE SAME PHASE, THE LEADING WIRE FROM ONE LOOP SHALL BE CONNECTED TO THE NEXT LANE'S LAGGING WIRE.
17. WHEN MORE THAN ONE LOOP IS INSTALLED IN THE SAME DIRECTION, LEAD IN WIRES SHALL BE IDENTIFIED IN THE PULL BOX AS FOLLOWS:

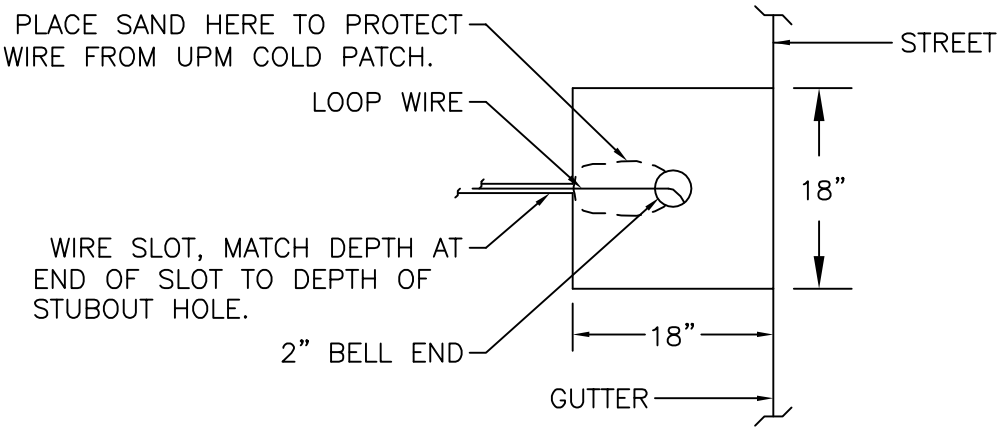
    1 BLACK TAPE = CURB LANE
    2 BLACK TAPES = MIDDLE LANE(S)
    3 BLACK TAPES = LEFT TURN LANE

18. PROTECTED/PERMITTED LEFT TURN LOOP LEAD–INS SHALL BE IDENTIFIED IN THE PULL BOX AS FOLLOWS:

    1 WHITE TAPE = FRONT 6' x 30' LOOP
    2 WHITE TAPES = BACK 6' X 20' LOOP

19. DETAIL 1 SHOWS INSTALLATION IN EXISTING PAVEMENT AND DETAIL 2 SHOWS INSTALLATION IN BASE COURSE.
20. WITHIN 3 DAYS OF COMPLETION OF DETECTOR LOOP INSTALLATION, SCHEDULE FINAL FIELD TEST. UPON PASSING FINAL FIELD TEST, DETECTOR LOOPS SHALL BE CONNECTED AND MADE TO OPERATE.

GILBERT ARIZONA	STANDARD DETAIL	LOOP DETECTOR INSTALLATION	Revised 07/05/2012	DETAIL No. 98

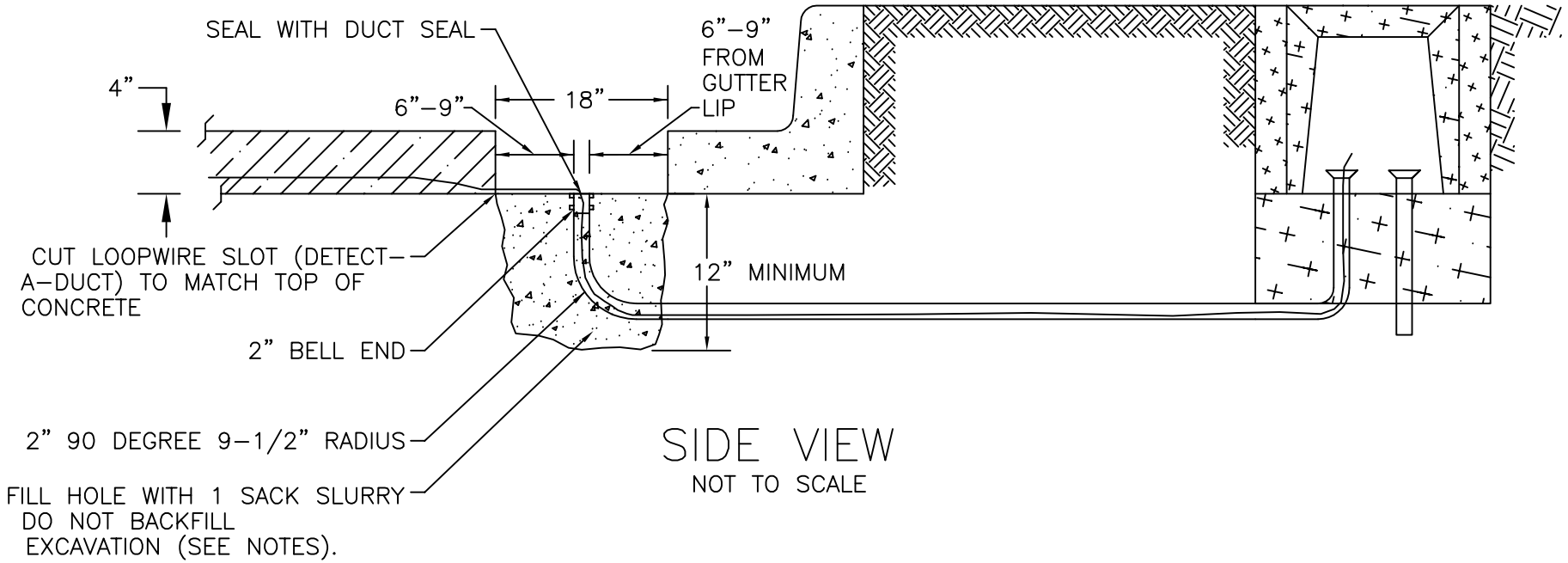


TOP VIEW

NOT TO SCALE

GENERAL NOTES:

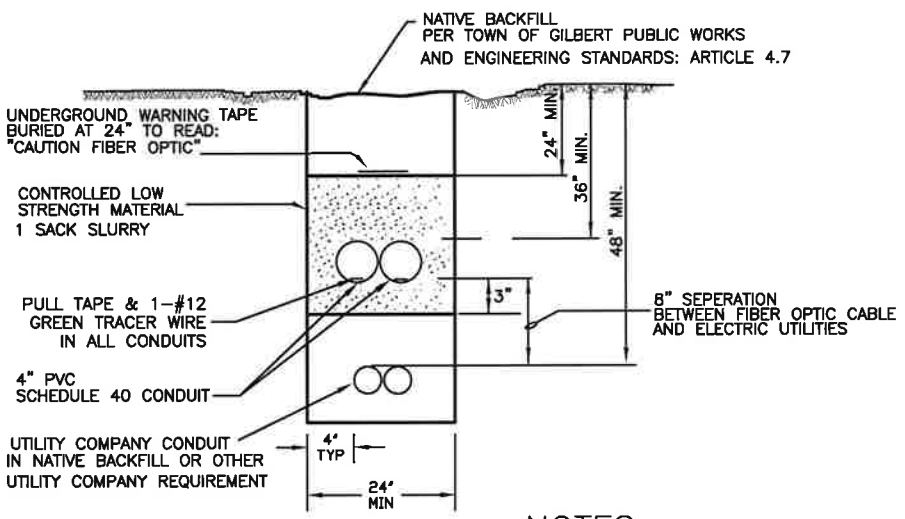
1. ALL DIMENSIONS ARE IN INCHES.
2. CONDUIT END SHALL BE SEALED WITH DUCT SEAL.
3. COVER EXPOSED WIRE WITH JUST ENOUGH SAND TO PROTECT FROM UPM COLD PATCH.
4. UPM COLD PATCH SHALL BE COMPACTED IN TWO LIFTS WITH A MACHINE PLATE TAMPER. LEAVE UPM 1/4" PROUD OF ROADWAY SURFACE.
5. EXCAVATION SHALL BE FILLED WITH 1 SACK SLURRY NO OTHER BACKFILL MATERIAL SHALL BE USED.



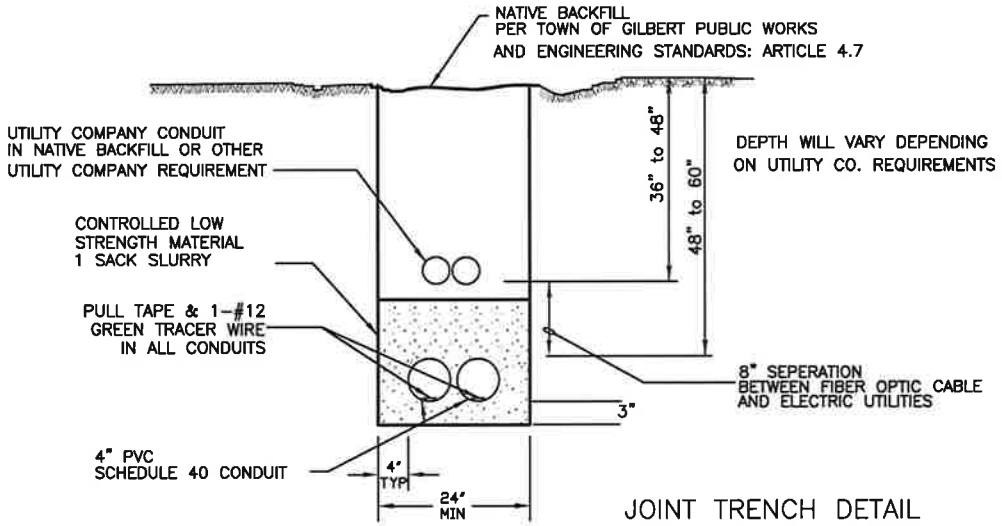
SIDE VIEW

NOT TO SCALE

GILBERT ARIZONA	STANDARD DETAIL	LOOP DETECTOR STUB OUT TYPICAL	Revised 07/05/2012	DETAIL NO. 99



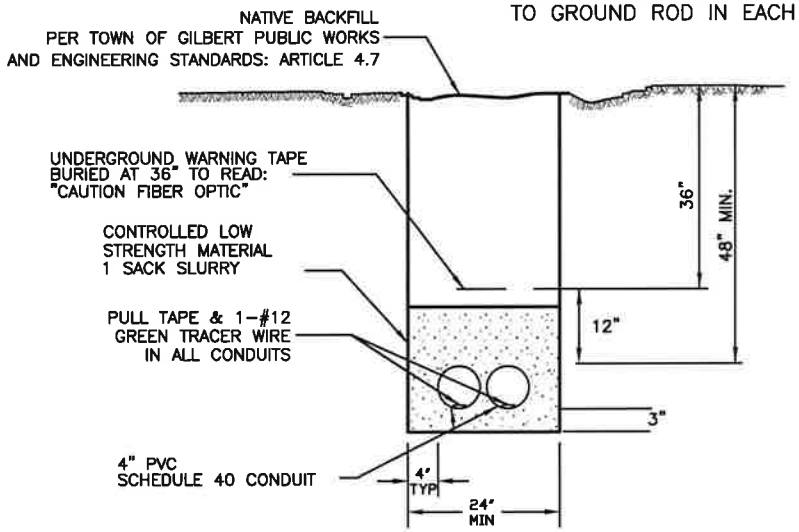
JOINT TRENCH DETAIL
UTILITY BELOW INTERCONNECT



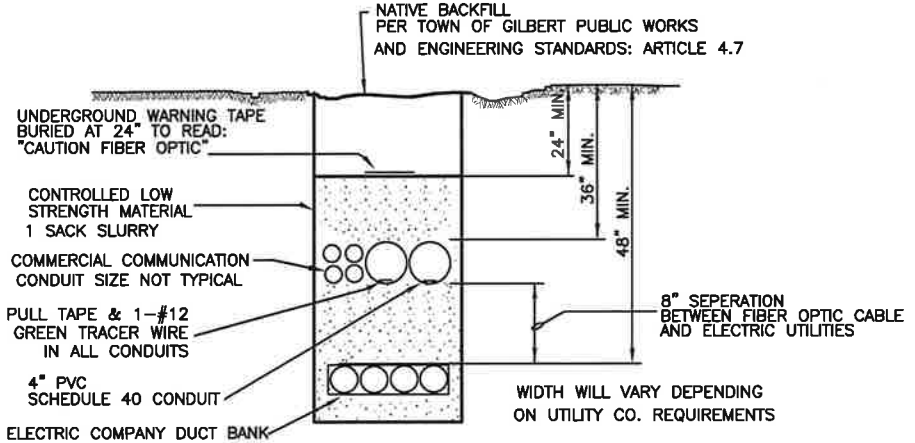
JOINT TRENCH DETAIL
UTILITY ABOVE INTERCONNECT

NOTES:

1. CONDUIT CONTENTS ARE ORIENTED ASSUMING THE SECTION IS FACING IN THE DIRECTION OF TRAVEL FOR THE ARTERIAL STREET.
2. ALL SPOIL MATERIALS SHALL BE REMOVED OFFSITE BY THE CONTRACTOR.
3. AREA SHALL BE RETURNED TO EXISTING GRADE.
4. CONDUIT COUPLINGS SHALL BE STAGGERED.
5. INSTALL 2500 LB PULL TAPE AND 1-#12 GREEN TRACER WIRE IN ALL CONDUITS. ALL TRACER WIRES SHALL BE SPLICED TOGETHER AND BONDED TO GROUND ROD IN EACH PULL BOX.

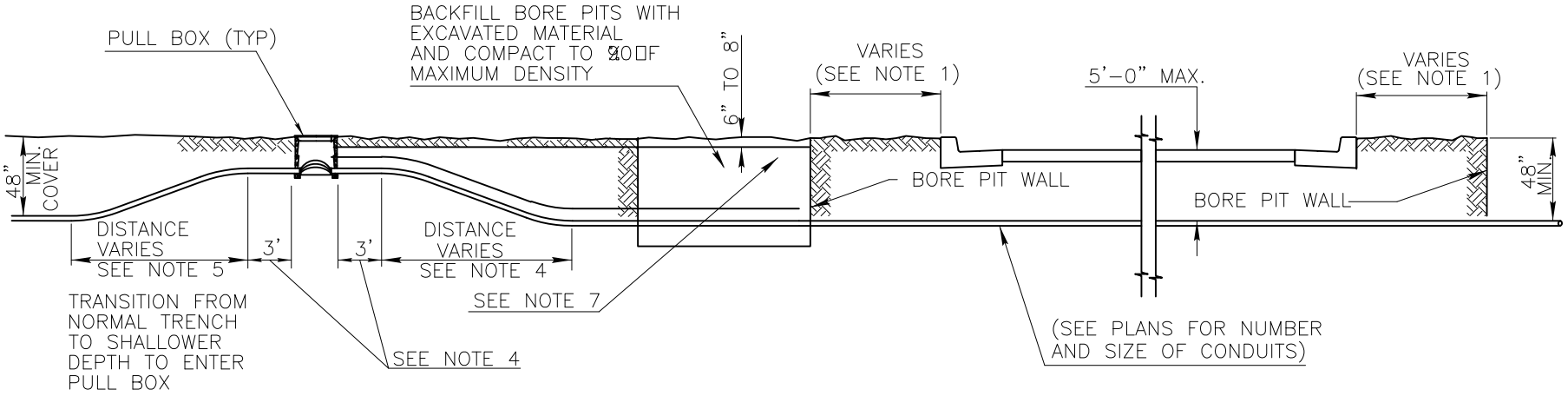


INTERCONNECT TRENCH DETAIL



JOINT TRENCH DETAIL
UTILITY DUCT BANK

GILBERT	STANDARD DETAIL	INERCONNECT TRENCHING AND JOINT UTILITY TRENCHING DETAIL	APPROVED _____ TOWN ENGINEER	5-12-14 DATE	DETAIL NO. 100



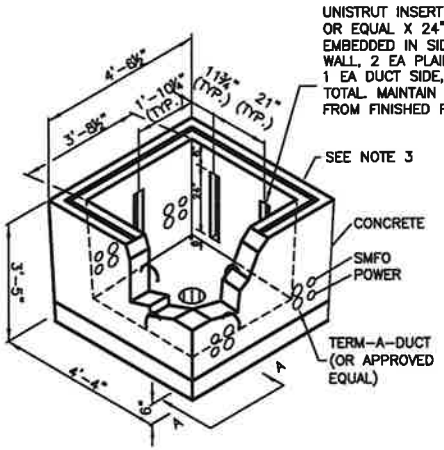
NOTES:

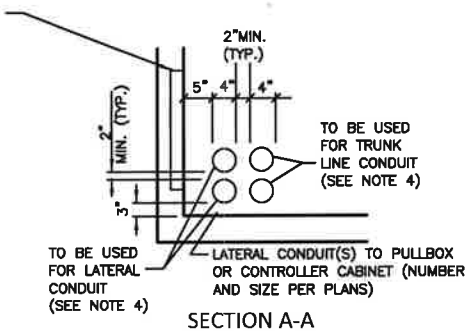
1. BORE PIT SHALL BE SET BACK FROM EDGE OF SIDEWALK OR OTHER ROADWAY BOUNDARY FEATURE A DISTANCE EQUAL TO OR GREATER THAN THE DEPTH OF THE CONDUIT.
2. A PULL BOX SHALL BE INSTALLED ON ONE END OF THE CONDUIT.
3. CONDUIT SHALL BE FLAT FOR A MINIMUM OF 3' ON EACH SIDE OF THE NO. 9 PULL BOX BEFORE STARTING A VERTICAL CONDUIT DEFLECTION.
4. CONDUIT ALIGNMENT OFFSETS ARE TO BE ACCOMPLISHED BY A UNIFORM RATE OF CONDUIT DEFLECTION OVER A DISTANCE EQUAL TO OR GREATER THAN TEN (10) TIMES THE OFFSET DISTANCE.
5. SLEEVES SHALL BE NOMINALLY SLOPED TO DRAIN. SLOPE IN SUPER ELEVATED SECTIONS MAY APPROXIMATE ROADWAY CROSS-SLOPE. SPACE IN SLEEVES NOT OCCUPIED BY CONDUIT SHALL REMAIN EMPTY.

SLEEVE SIZE	
NUMBER OF 3" CONDUITS	MIN REQUIRED INSIDE DIAMETER
1	6"
2	10"

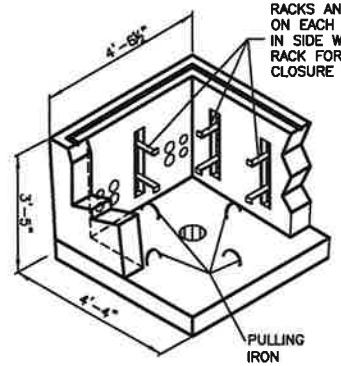
TYPICAL CONDUIT
DEPTH LESS THAN OR EQUAL TO 6'
(NTS)

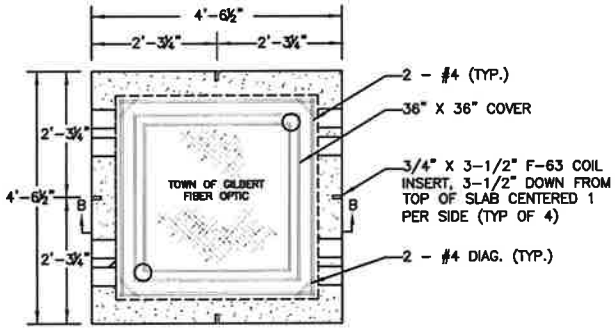
DETAIL NO. 101	TOWN OF GILBERT STANDARD DETAIL	DIRECTIONAL BORE DETAILS	6/7/2005	DETAIL NO. 101



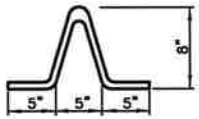


SECTION A-A

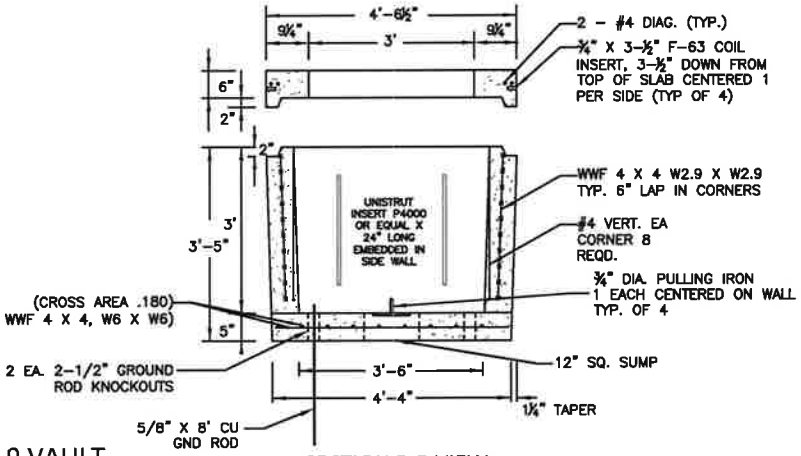




PLAN VIEW



PULLING IRON DETAIL



SECTION B-B VIEW

FIBER OPTIC NO. 9 VAULT
(3'-6" X 3'-6" X 3' HANDHOLE W/ SQ. HINGED COVER)

NOTES:

1. PULLING IRONS SHALL BE CAST CENTERED ON EACH WALL OF THE BOTTOM OF PULL BOX.
2. ALL NEW PULL BOXES SHALL BE FURNISHED WITH RACKS AND HOOKS INSTALLED.
3. PULL BOX SHALL BE INSTALLED WITH A LOCKING LIP WITH SEAL BETWEEN WALL & COVER ASSEMBLY.
4. TERM-A-DUCT (OR APPROVED EQUAL) SHALL ACCEPT A 4" DIA. PVC CONDUIT, UNLESS OTHERWISE SPECIFIED.
5. LID SHALL BE RATED FOR HS20-44 LIVE LOADING WHEN REQUIRED.
6. ALL POWER AND COMMUNICATION CABLES SHALL BE TAGGED WITH CABLE IDENTIFICATION.
7. "TOWN OF GILBERT FIBER OPTIC" SHALL BE THE TITLE EMBOSSED ON THE LID.
8. LOCKING LID W/SEAL BETWEEN WALL AND COVER ASSEMBLY.
9. SQUARE LID SHALL BE H20 GALVANIZED HINGED 36" X 36" CLEAR 180 DEGREE OPENING. DOOR SHALL BE TORSION SPRING ASSISTED WITH RECESSED LIFTING HANDLE WITH STAINLESS STEEL PENTA BOLT AND CAM LOCK.

DESIGN CRITERIA:

LIVE LOAD	HS 20-44 TRUCK LOADING
EQUIVALENT LATERAL EARTH PRESSURE	30 P.S.F. (DRY) 36 P.S.F. (SATURATED)
DEPTH: (GROUND SURFACE TO TOP OF MANHOLE)	AT GRADE
MINIMUM SOIL BEARING CAPACITY	2,000 P.S.F.

DESIGN SPECS:

CONCRETE COMPRESSIVE STRENGTH SHALL BE BASED ON 28 DAY TEST AGE AND SHALL REACH F'c OF 6,000 P.S.I. (DRY CAST).

REINFORCING STEEL GRADE 60	60,000 P.S.I.
WELDED WIRE FABRIC ASTM A185	60,000 P.S.I.

DESIGN CODES:

AMERICAN CONCRETE INSTITUTE (ACI) 318-11.

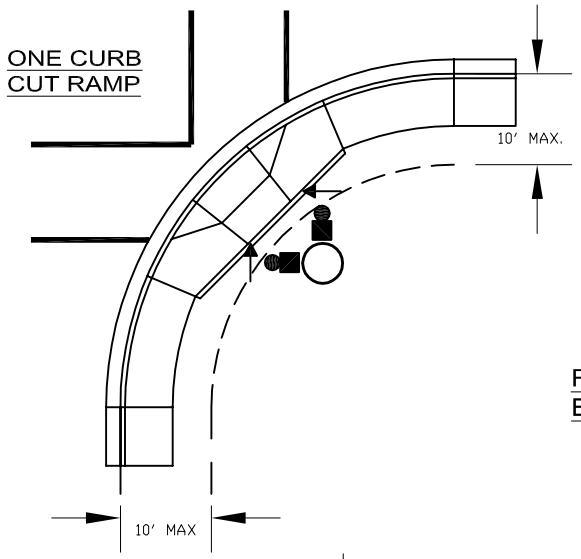
ASTM C857-14 MINIMUM STRUCTURAL DESIGN LOADING FOR UNDERGROUND – PRECAST CONCRETE UTILITY STRUCTURES.

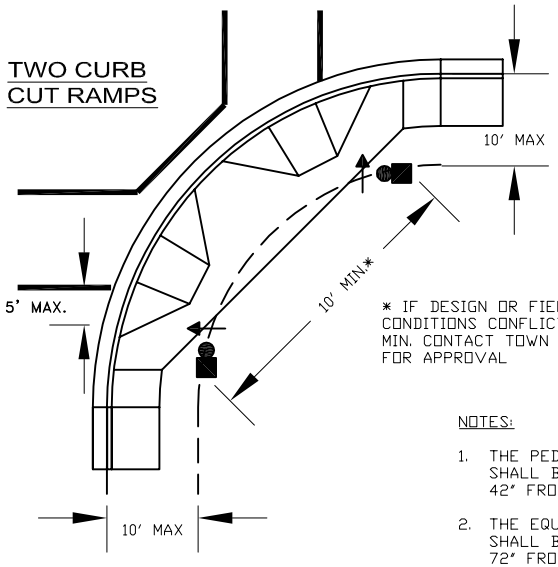
AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) HB-17TH EDITION.

GENERAL NOTES:

1. ALL JOINTS BETWEEN CONCRETE UNITS SHALL BE SEALED WITH A HIGH QUALITY SEALANT TO ASSURE WATERTIGHT INTEGRITY.
2. ALL REINFORCEMENT STEEL TO HAVE EQUAL COVER UNLESS OTHERWISE NOTED.
3. WITH PRIOR APPROVAL FROM THE TOWN OF GILBERT, THE CONTRACTOR MAY INSTALL 3'-6" X 3'-6" HANDHOLE-NO FLOOR W/36" SQ. HINGED COVER VAULT OR APPROVED EQUAL.

GILBERT	STANDARD DETAIL	NO. 9 VAULT AND COVER DETAIL	APPROVED TOWN ENGINEER	5-12-14 DATE	DETAIL NO. 102



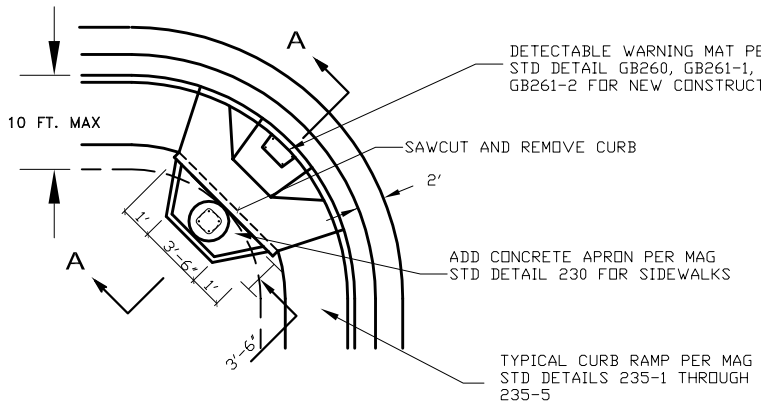


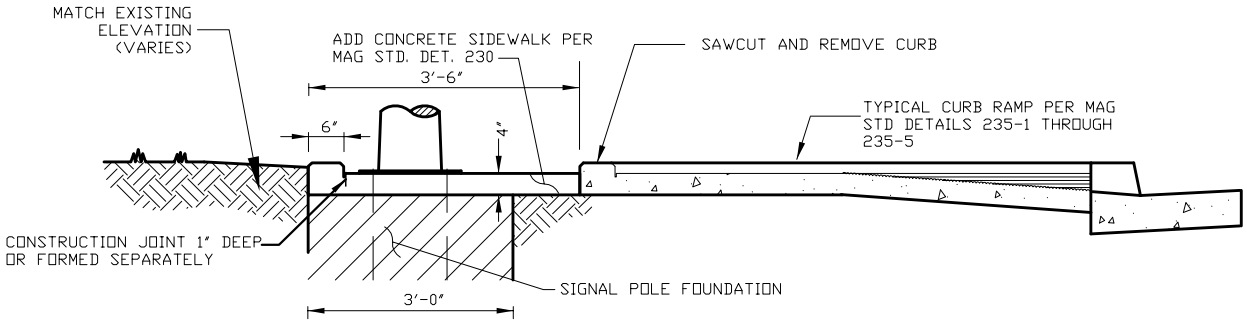
* IF DESIGN OR FIELD CONDITIONS CONFLICT WITH 10FT MIN. CONTACT TOWN OF GILBERT FOR APPROVAL

RECOMMENDED PUSH BUTTON LOCATIONS

NOTES:

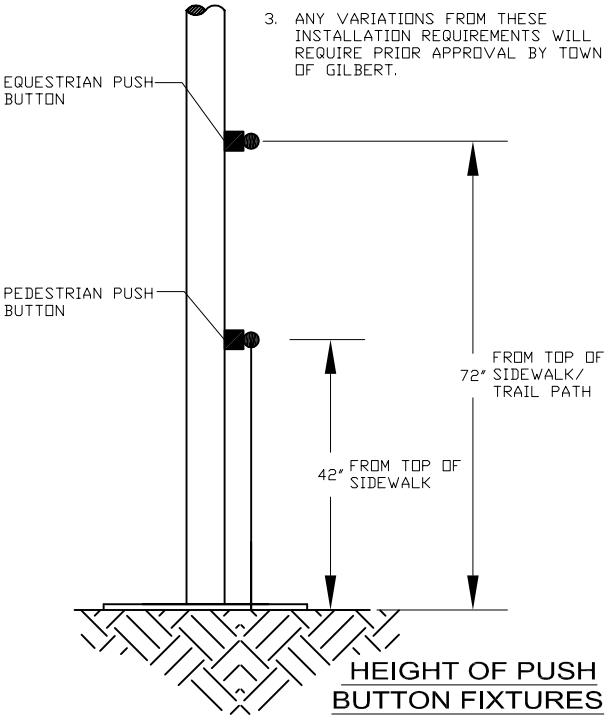
1. THE PEDESTRIAN PUSH BUTTON SHALL BE INSTALLED, CENTERED AT 42" FROM TOP OF SIDEWALK.
2. THE EQUESTRIAN PUSH BUTTON SHALL BE INSTALLED, CENTERED AT 72" FROM THE TOP OF SIDEWALK/ TRAIL PATH AND SHALL HAVE A SETBACK OF AT LEAST 6½ FT FROM THE EDGE OF PAVEMENT OF THE ROAD BEING CROSSED.
3. ANY VARIATIONS FROM THESE INSTALLATION REQUIREMENTS WILL REQUIRE PRIOR APPROVAL BY TOWN OF GILBERT.





SECTION A–A

ADDITION OF POLE APRON

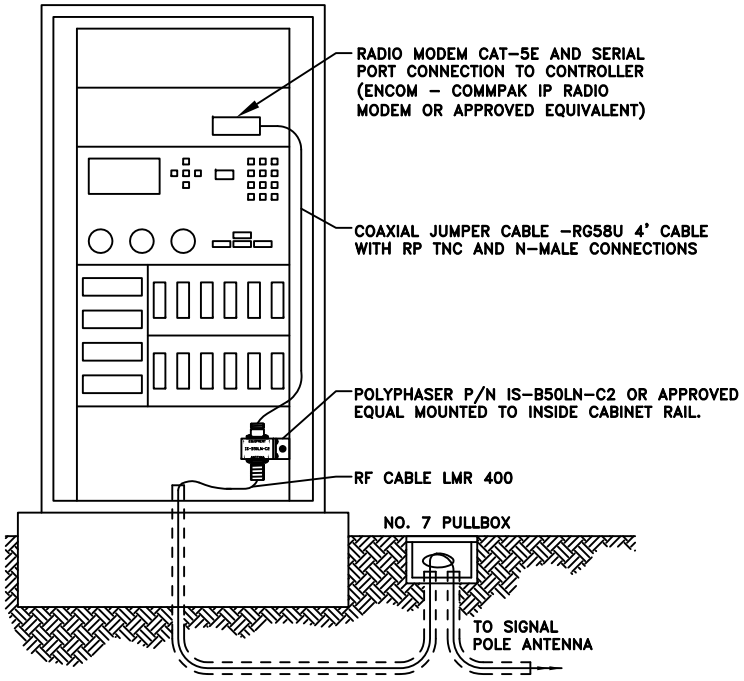


HEIGHT OF PUSH BUTTON FIXTURES

GILBERT ARIZONA	STANDARD DETAIL	CONCRETE APRON & PEDESTRIAN PUSH BUTTON	Revised 07/05/2012	DETAIL NO. 103

CABINET DETAIL NOTES:

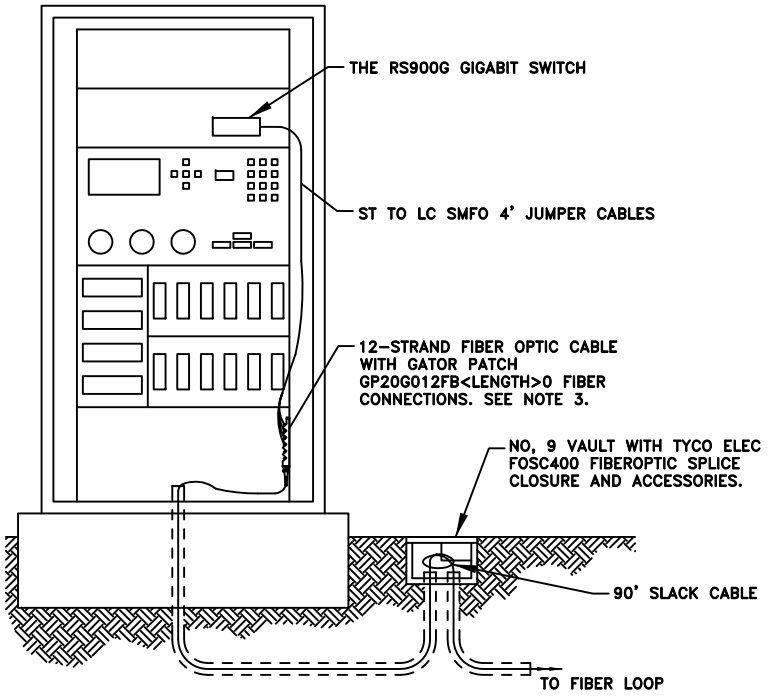
1. RADIO CHANNELS AND FINAL ROUTING SHALL BE DETERMINED UPON COMPLETION OF THE FREQUENCY AND LINE OF SIGHT TESTING.
2. THE TOWN OF GILBERT SHALL DETERMINE FINAL ANTENNA MOUNTING LOCATION ON POLE, LUMINAIRE OR SIGNAL MAST ARM BASED ON FREQUENCY AND LINE OF SIGHT TEST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR A COMPLETE AND FULLY FUNCTIONAL RADIO INTERCONNECT SYSTEM.
3. RADIO INTERCONNECT SYSTEM DIRECTIONAL ANTENNA SHALL BE YAGI ANTENNA OR APPROVED EQUIVALENT, SPECIFIED IN THE SPECIAL PROVISIONS.
4. COAXIAL CABLE SHALL BE LMR-400 OR APPROVED EQUIVALENT, UNSPLICED BETWEEN ANTENNA AND CONTROLLER CABINET
5. COAXIAL CABLE SHALL NOT BE MOUNTED EXTERNALLY TO THE MAST ARM, OR POLE SHAFT. THE CONTRACTOR SHALL INSTALL THE COAXIAL CABLE INTERNALLY, WITH RUBBER GROMET OR BUSHING TO PROTECT CABLE THROUGH DRILLED HOLE. A DRIP LOOP IS REQUIRED FOR ALL EXPOSED CABLE.
6. DETECTABLE MULE TAPE SHALL BE PULLED INTO ALL CONDUITS CONTAINING COAXIAL CABLE.



RADIO INTERCONNECT DETAIL
(NTS)

FIBER OPTIC GIGABIT SWITCH NOTES:

1. THE FIBER OPTIC GIGABIT SWITCH RS900G (RS900G-HI-N-2LC25), (43-10-0008) CORD, ST TO LC SMFO JUMPERS (17-8167Z0-002MY) SHALL BE CONNECTED TO THE GATOR PATCH.
2. THE FIBER OPTIC GATOR PATCH SHALL BE CONNECTED TO SPLICE CLOSURE IN NO. 9 PULL BOX BY A SMFO CABLE SUPPLIED WITH THE GATOR PATCH. EACH NO. 9 PULL BOX SHALL HAVE 90' OF SLACK CABLE. EACH GATOR PATCH SHALL BE MOUNTED IN EACH CABINET.
3. THE TOWN OF GILBERT SHALL DETERMINE FINAL FIBER OPTIC GATOR PATCH AND SWITCH LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR A COMPLETE AND FULLY FUNCTIONAL FIBER OPTIC GATOR PATCH AND SWITCH.
4. 12-STRAND FIBER OPTIC CABLE SHALL BE F-ETH-1A1J-12-ES-012-E3 OR APPROVED EQUIVALENT BETWEEN NO. 9 PULL BOX AND CONTROLLER CABINET.
5. DETECTABLE MULE TAPE SHALL BE PULLED INTO ALL CONDUITS CONTAINING FIBER OPTIC CABLE.



FIBER OPTIC GIGABIT SWITCH
(NTS)

DETAIL NO. 104	TOWN OF GILBERT STANDARD DETAIL	FIBER OPTIC CONDUIT, GATOR PATCH, COMMUNICATIONS DETAIL	REVISED - 09/10/09	DETAIL NO. 104

TRAFFIC ENGINEERING SIGNAL PLAN GENERAL NOTES

THE FOLLOWING NOTES SHALL BE INCLUDED ON ALL TRAFFIC SIGNAL PLANS SUBMITTED TO THE TOWN OF GILBERT:

1. ALL MATERIALS AND INSTALLATION SHALL CONFORM TO THE TOWN OF GILBERT (TOG) STANDARDS AND DETAILS, THE 2008 ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT) "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", THE 2010 ADOT "TRAFFIC SIGNALS & LIGHTING STANDARD DRAWINGS", THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), THE CURRENT MAG SPECIFICATIONS AND DETAILS, THE SPECIAL PROVISIONS, AND THESE PLANS.

2. THE UTILITIES DEPICTED HEREON ARE BASED UPON THE BEST AVAILABLE INFORMATION AT THE TIME OF THE FIELD SURVEY. THE CONTRACTOR SHALL CONTACT BLUE STAKE AT (602) 263-1100 A MINIMUM OF 48 HOURS PRIOR TO ANY CONSTRUCTION AND FIELD-VERIFY EXACT LOCATIONS OF ALL UTILITIES. IF DISCREPANCIES EXIST, CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY. SEE COVER SHEET FOR UTILITY CONTACTS.

3. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL POTHOLE FOR UTILITIES. PRIOR TO INSTALLATION OF CONDUIT, THE CONTRACTOR SHALL POTHOLE FOR UTILITIES WHERE CONDUIT INSTALLATION SHALL CROSS EXISTING FACILITIES.

4. THE CONTRACTOR SHALL MAINTAIN AT LEAST 2 FT. CLEARANCE FROM RWCD UTILITY LINES, 4 FT. FROM DRAINAGE "V" DITCHES, AND AT LEAST 1 FT. CLEARANCE FROM ALL OTHER UTILITIES.

5. THE CONTRACTOR SHALL REPLACE ALL LANDSCAPING AND IRRIGATION FACILITIES THAT MAY BE DISTURBED OR DAMAGED DURING TRAFFIC SIGNAL CONSTRUCTION AT HIS OWN EXPENSE. CONTACT THE TOWN OF GILBERT STREET DEPARTMENT AT (480) 503-6400 FOR INFORMATION ON LOCATIONS OF IRRIGATION EQUIPMENT.

6. TOPS OF POLE FOUNDATIONS SHALL BE AT SAME ELEVATION AS THAT OF ADJACENT SIDEWALK OR FLUSH WITH THE SIDEWALK. CONCRETE POLE APRONS SHALL BE INSTALLED AROUND POLE BASES PER TOWN OF GILBERT (TOG) DETAIL 103. IF NO SIDEWALK IS PRESENT, THE ELEVATIONS SHALL MATCH TOP OF ADJACENT CURB.

7. APPROXIMATE STATION AND OFFSET ARE SHOWN IN THE PULL BOX SCHEDULE. THE CONTRACTOR SHALL CONTACT TOG TRAFFIC OPERATIONS AT (480) 503-6910 TO COORDINATE LOCATION OF THE TRAFFIC SIGNAL PULL BOXES.

8. WHERE THE EXISTING PULL BOX IS TO BE REMOVED AND REPLACED WITH A NEW PULL BOX OR SPLICE VAULT, THE CONTRACTOR SHALL ADJUST THE EXISTING CONDUIT SWEEPS TO ENTER THE NEW PULL BOX OR SPLICE VAULT INSTALLATION PER TOG STANDARD DETAILS 94, 95 AND 102.

9. THE TOWN OF GILBERT WILL SUPPLY A COMPLETE CONTROLLER & CABINET ASSEMBLY, SIGNAL POLES, SIGNAL & LUMINAIRE MAST ARMS, LED SIGNAL & PEDESTRIAN HEADS, ADA PEDESTRIAN PUSH BUTTONS AND ANCHOR BOLTS. CONTRACTOR SHALL SUPPLY LUMINAIRE HEADS, PRE-EMPTION EQUIPMENT, WIRE AND METER PEDESTAL AS WELL AS ALL OTHER EQUIPMENT, MATERIALS AND LABOR REQUIRED BY THE PROJECT.

10. THE CONTRACTOR SHALL PROVIDE AND INSTALL LUMINAIRES. LUMINAIRES SHALL BE GE M250A2 POWER/DOOR WITH 250 WATT LAMPS OR APPROVED EQUAL. ALL LUMINAIRES WILL HAVE SHORTING CAPS INSTALLED.

11. INTERNALLY ILLUMINATED STREET NAME SIGNS (I.S.N.S.) SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR. INDIVIDUAL INLINE FUSE HOLDER, PART NUMBERS WPBI - (RUBBER BOOT) AND HEB - (AA BUSS FUSE HOLDERS) SHALL BE INSTALLED FOR BOTH I.S.N.S. AND LUMINAIRES IN THE PULL BOX AT THE BASE OF EACH POLE.

12. THE CONTRACTOR SHALL PAINT POLES, MAST ARMS, AND LUMINAIRES BROWN PER THE CURRENT TOG STANDARD DETAILS AND SPECIFICATIONS (TNEMEC - 379 DRK BRN 435 & 379 CLEAR).

13. THE CONTRACTOR SHALL PROVIDE AND INSTALL THE CONDUIT RUNS FROM THE SRP POWER SOURCE POD TO THE METER PEDESTAL. SRP WILL INSTAL THE SERVICE WIRE FROM THE SRP POWER SUPPLY (POD) TO THE METER PEDESTAL.

14. THE CONTRACTOR SHALL CONTACT SRP AT (602) 236-6326 A MINIMUM OF THREE WEEKS PRIOR TO CONSTRUCTION FOR POWER SOURCE POINT OF DELIVERY (POD) LOCATION AND INSTALLATION REQUIREMENTS.

15. ALL CONDUIT SHALL BE SCHEDULE 40 P.V.C.

16. INSTALLATION OF ALL CONDUIT, PULL BOXES, TRAFFIC SIGNAL INTERCONNECT, CONDUCTORS, DETECTOR LOOPS, AND DETECTOR LOOP STUB-OUTS SHALL BE DONE IN ACCORDANCE WITH THE TOG STANDARD DETAILS 94 THROUGH 104.

17. ALL CONDUIT RUNS UNDER EXISTING PAVEMENT AND DRIVEWAYS SHALL BE INSTALLED BY DIRECTIONAL BORING, UNLESS PRIOR APPROVAL IS OBTAINED FROM TOWN OF GILBERT.

18. THE CONTRACTOR SHALL CONTACT TOG TRAFFIC OPERATIONS AT (480) 503-6910 TO COORDINATE THE EMERGENCY PRE-EMPTION DETECTOR LINE OF SITE. EMERGENCY PRE-EMPTION SHALL BE 4-CHANNEL STROBECOM II MANUFACTURED BY TOMAR CORP. OR APPROVED EQUAL. TERMINATIONS SHALL BE DONE IN ACCORDANCE WITH TOG STANDARD DETAIL 108.

19. THE CONTRACTOR SHALL PROVIDE AND INSTALL THE RADIO INTERCONNECT SYSTEM IN ACCORDANCE WITH SPECIAL PROVISIONS AND PROJECT PLANS. SPREAD SPECTRUM RADIO ANTENNAS SHALL BE MOUNTED IN ACCORDANCE WITH TOG STANDARD DETAIL 107. PRIOR TO INSTALLATION OF THE ANTENNAS, THE CONTRACTOR SHALL CONTACT TOG TRAFFIC OPERATIONS AT (480) 503-6910 FOR PART NUMBERS OF RADIO INTERCONNECT SYSTEM AND TO COORDINATE INSTALLATION.

20. THE CONTRACTOR SHALL SUPPLY AND INSTALL VIDEO DETECTION SYSTEM IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND PROJECT PLANS. THE MATERIALS AND CONSTRUCTION SHALL COMPLY WITH TOG STANDARD DETAIL 114 AND TOG STANDARD SPECIFICATIONS FOR VIDEO DETECTION. THE CONTRACTOR SHALL VERIFY MOUNTING LOCATIONS WITH TOWN OF GILBERT PRIOR TO INSTALLATION.

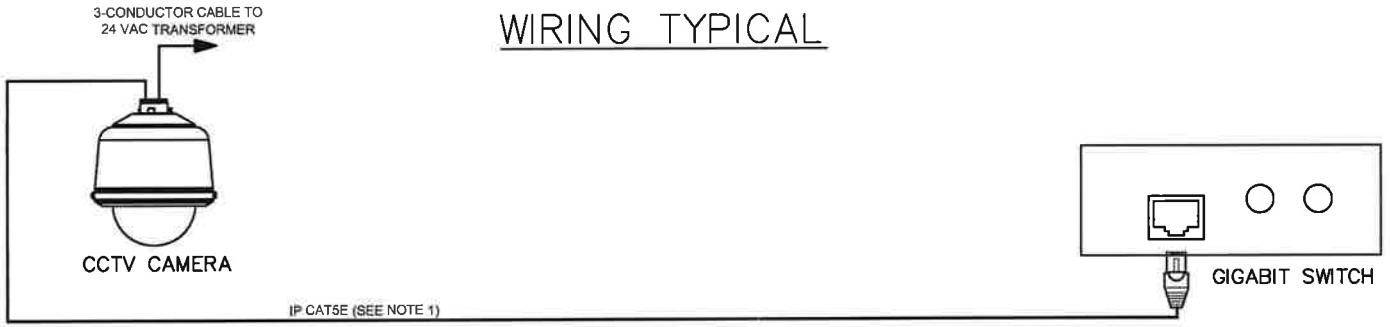
21. THE CONTRACTOR SHALL PROVIDE RUGGEDCOM RS900G-H1-N-2LC25 SHELF-MOUNT UNIT OR APPROVED EQUAL FOR FUTURE USE. CONTACT TOG TRAFFIC OPERATIONS AT (480) 503-6910 FOR DETAILS.

22. THE SIGNAL CABINET SHALL BE INSTALLED SUCH THAT MAINTENANCE PERSONNEL FACING THE DOOR OF THE CABINET SHALL BE ABLE TO VIEW THE INTERSECTION.

23. THE CONTRACTOR SHALL INSTALL NEW ADA PEDESTRIAN PUSH BUTTONS (PPB) IN COMPLIANCE WITH ADOT STANDARD T.S. 11-1. THE PPB SHALL BE MOUNTED IN ACCORDANCE WITH ADOT T.S. 4-21, EXCEPT THE CENTER OF THE PUSH BUTTON SHALL BE A MAXIMUM OF 42" ABOVE THE FINISHED SIDEWALK.

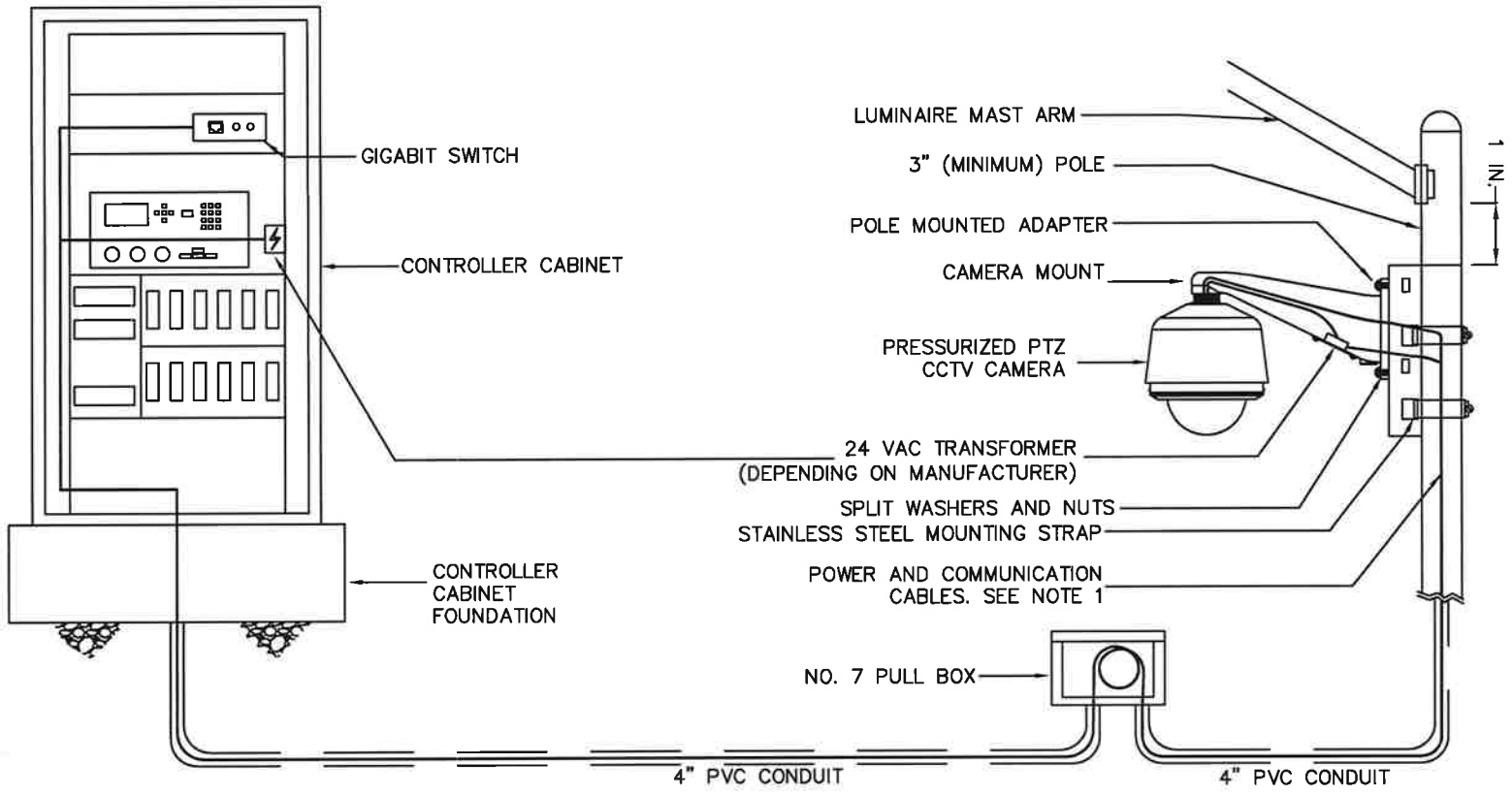
24. THE CONTRACTOR SHALL PROVIDE AND INSTALL CCTV SYSTEM IN ACCORDANCE WITH SPECIAL PROVISIONS AND PROJECT PLANS. CCTV CAMERAS SHALL BE MOUNTED IN ACCORDANCE WITH TOG STANDARD DETAIL 106. PRIOR TO INSTALLATION OF THE CCTV SYSTEMS, THE CONTRACTOR SHALL CONTACT TOG TRAFFIC OPERATIONS AT (480) 503-6910 TO COORDINATE INSTALLATION. THE CCTV SYSTEM SHALL INCLUDE PRESSURIZED SPECTRA IV SERIES CAMERA MANUFACTURED BY PELCO CORP. OR APPROVED EQUAL AND PELCONET NET300T ENCODER & NET 300R DECODER MANUFACTURED BY PELCO CORP. OR APPROVED EQUAL.

WIRING TYPICAL

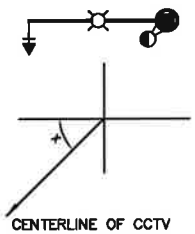


NOTES:

1. THE CAT5E CABLE SHALL BE RUN UNSPLICED FROM THE CCTV TO THE GIGABIT SWITCH INSTALLED IN THE CABINET
2. INSTALLATION SHALL BE ACCORDING TO MANUFACTURER SPECIFICATIONS
3. CAMERA SHALL BE MOUNTED ON THE SOUTH SIDE OF THE INTERSECTION. CONTACT THE TOWN OF GILBERT AT (480) 503-6910/6933 FOR SPECIFIC LOCATION.
4. CONTACT THE TOWN OF GILBERT AT (480) 503-6910/6933 FOR APPROVED CCTV CAMERA AND EQUIPMENT.



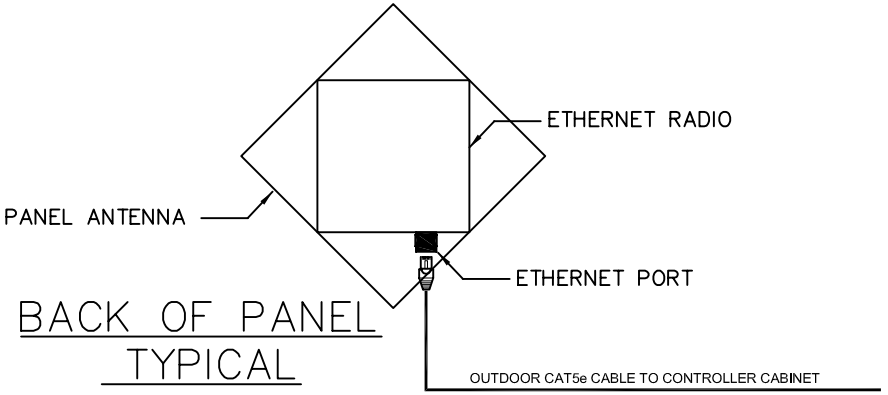
PLAN



X = THE ROTATION OF THE CCTV CAMERA SHALL BE ALIGNED TO THE POINT AT THE TRAFFIC SIGNAL POLE ON THE DIAGONALLY OPPOSITE CORNER. ALSO SEE NOTE 3.

CCTV SCHEMATIC

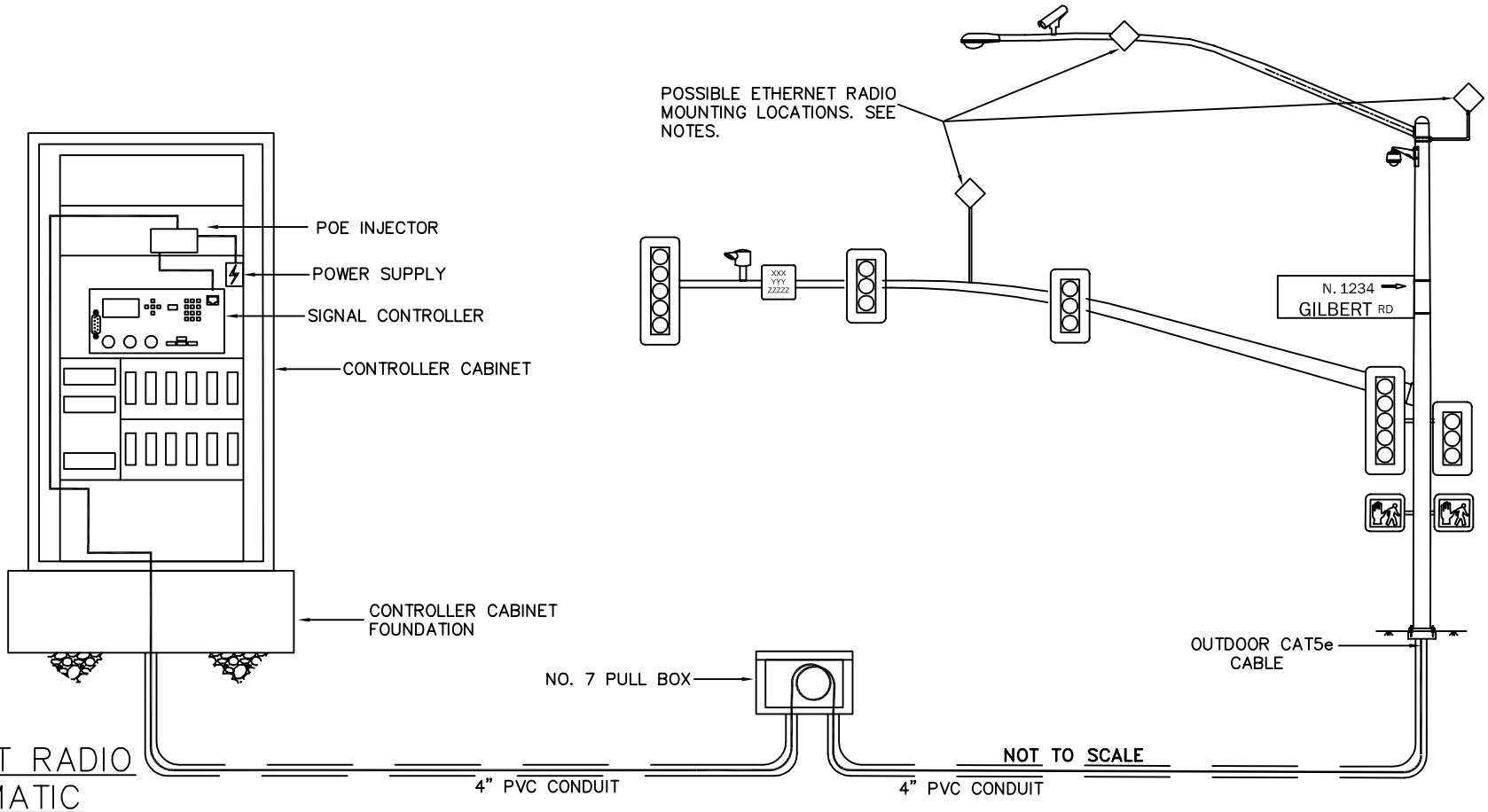
GILBERT	STANDARD DETAIL	CCTV CAMERA DETAIL	APPROVED _____ TOWN ENGINEER	5-12-14 DATE	DETAIL NO. 106



BACK OF PANEL
TYPICAL

NOTES:

1. PANEL ANTENNA SHALL BE MOUNTED AT LOCATION WITH BEST LINE-OF-SIGHT. CONTACT THE TOWN OF GILBERT AT (480) 503-6910 FOR MOUNTING LOCATION.
2. CONTACT THE TOWN OF GILBERT AT (480) 503-6910 FOR MOUNTING BRACKET INFORMATION.
3. ORIENTATION OF THE PANEL ANTENNA IS SITE SPECIFIC. CONTACT THE TOWN OF GILBERT AT (480) 503-6910 FOR DETAILS BEFORE INSTALLATION.
4. INSTALLATION SHALL BE ACCORDING TO MANUFACTURER SPECIFICATIONS.



ETHERNET RADIO
SCHEMATIC

NOT TO SCALE

GILBERT ARIZONA	STANDARD DETAIL	ETHERNET RADIO DETAIL	Revised 07/05/2012	DETAIL NO. 107

NOTE:
PHASE 2 IS ALWAYS NORTHBOUND
REGARDLESS OF STREET CLASSIFICATION.

PREEMPTION (PE) CHANNELS

PE Channel A = SB Preemptor 3 (ø6)GREEN TAPE
PE Channel B = WB Preemptor 4 (ø8)BLUE TAPE
PE Channel C = NB Preemptor 5 (ø2)RED TAPE
PE Channel D = EB Preemptor 6 (ø4)YELLOW TAPE

PREEMPTION	
4 CONDUCTOR CABLE	
BASIC COLOR	SIGNAL INTERVAL
YELLOW	A,B,C,D
ORANGE	26V
BLUE	GROUND
BARE	EARTH GROUND

NOTE:
PREEMPTION CABLE SHALL BE M913 STROBECOM DETECTOR CABLE OR APPROVED EQUAL.

25 CONDUCTOR CABLE COLOR CODE MULTI-PHASE

	25 Cond Tape Color	WIRE COLOR	PHASE	INDICATION	PHASE CHART COLOR
		25 Conductor Ring 1 will have 1 white tape on outer sheathing to indentify			
RING ONE	Ø1	RED/WHITE	Ø1	S/B LT - RED	GREEN/WHITE
		BLACK/WHITE	Ø1	S/B LT - YELLOW	GREEN/WHITE
		GREEN/WHITE	Ø1	S/B LT - GREEN	GREEN/WHITE
		BLACK/WHITE-RED	Ø1	S/B LT - FY ARROW	GREEN/WHITE
	Ø2	RED	Ø2	N/B THRU - RED	RED
		ORANGE	Ø2	N/B THRU -YELLOW	RED
		GREEN	Ø2	N/B THRU -RED	RED
		BLUE	Ø2	N/B PED - WALK	RED/ORANGE
		BLACK	Ø2	N/B PED - DON'T WALK	RED/ORANGE
		WHITE/BLACK	Ø2	N/B PED PUSHBUTTON	RED/ORANGE/ORANGE
	Ø3	BLACK/RED	Ø3	W/B LT - RED	BLUE/WHITE
		ORANGE/RED	Ø3	W/B LT - YELLOW	BLUE/WHITE
		BLUE/RED	Ø3	W/B LT - GREEN	BLUE/WHITE
		WHITE/BLACK-RED	Ø3	W/B LT - FY ARROW	BLUE/WHITE
	Ø4	RED/BLACK	Ø4	E/B THRU - RED	YELLOW
		ORANGE/BLACK	Ø4	E/B THRU - YELLOW	YELLOW
		GREEN/BLACK	Ø4	E/B THRU - GREEN	YELLOW
		BLUE/WHITE	Ø4	E/B PED - WALK	YELLOW/ORANGE
		RED/GREEN	Ø4	E/B PED - DON'T WALK	YELLOW/ORANGE
		WHITE/RED	Ø4	E/B PED PUSHBUTTON	YELLOW/ORANGE/ORANGE
		WHITE	Ø2,Ø4	COMMON-PB	
		BLUE/BLACK		SPARE	
		ORANGE/GREEN		SPARE	
		RED/BLACK-WHITE		SPARE	
		GREEN/BLACK-WHITE		SPARE	
		25 Conductor Ring 2 will have 2 white tape on outer sheathing to indentify			
RING TWO	Ø5	RED/WHITE	Ø5	N/B LT - RED	RED/WHITE
		BLACK/WHITE	Ø5	N/B LT - YELLOW	RED/WHITE
		GREEN/WHITE	Ø5	N/B LT - GREEN	RED/WHITE
		BLACK/WHITE-RED	Ø5	N/B LT - FY ARROW	RED/WHITE
	Ø6	RED	Ø6	S/B THRU - RED	GREEN
		ORANGE	Ø6	S/B THRU - YELLOW	GREEN
		GREEN	Ø6	S/B THRU - GREEN	GREEN
		BLUE	Ø6	S/B PED - WALK	GREEN/ORANGE
		BLACK	Ø6	S/B PED - DON'T WALK	GREEN/ORANGE
		WHITE/BLACK	Ø6	S/B PED - PUSHBUTTON	GREEN/ORANGE/ORANGE
	Ø7	BLACK/RED	Ø7	E/B LT - RED	YELLOW/WHITE
		ORANGE/RED	Ø7	E/B LT - YELLOW	YELLOW/WHITE
		BLUE/RED	Ø7	E/B LT - GREEN	YELLOW/WHITE
		WHITE/BLACK-RED	Ø7	E/B LT - FY ARROW	YELLOW/WHITE
	Ø8	RED/BLACK	Ø8	W/B THRU - RED	BLUE
		ORANGE/BLACK	Ø8	W/B THRU - YELLOW	BLUE
		GREEN/BLACK	Ø8	W/B THRU - GREEN	BLUE
		BLUE/WHITE	Ø8	W/B PED - WALK	BLUE/ORANGE
		RED/GREEN	Ø8	W/B PED - DON'T WALK	BLUE/ORANGE
		WHITE/RED	Ø8	W/B PED - PUSHBUTTON	BLUE/ORANGE/ORANGE
		WHITE	Ø6,Ø8	COMMON-PB	
		BLUE/BLACK		SPARE	
		ORANGE/GREEN		SPARE	
		RED/BLACK-WHITE		SPARE	
		GREEN/BLACK-WHITE		SPARE	

Starting with Outboard (For R) Head. 1 Color Tape = Head 1, 2 Color Tape = Head 2, 3 will be side mount etc.
Q-Head or G-Head will be respective color tape plus white tape
25 Cond. will have Red tape on S/E to N/E corner, Yellow tape on S/E to S/W corner, Green tape S/W to N/W corner, Blue tape N/W to N/E corner

GILBERT ARIZONA | STANDARD DETAIL | WIRE COLOR CODE AND IDENTIFICATION | APPROVED TOWN ENGINEER | 5-12-14 DATE | DETAIL NO. 108

CONDUCTOR COLOR CODING CRITERIA

IMSA CABLE 19-1, #14 AWG SOLID, 4 CONDUCTOR & 7 CONDUCTOR

SIGNAL HEADS OUTBOARD & FAR LEFT	
7-CONDUCTOR CABLE	
BASIC COLOR	SIGNAL INTERVAL
RED	RED
BLACK	YELLOW
GREEN	GREEN
ORANGE	YELLOW ARROW
BLUE	GREEN ARROW
WHITE	VEH. COM
WHT/BLK TR	VEH. COM

4 SECTION SIGNAL HEADS OUTBOARD & FAR LEFT (FYA)	
7-CONDUCTOR CABLE	
BASIC COLOR	SIGNAL INTERVAL
RED	RED ARROW
BLACK	YELLOW ARROW
GREEN	GREEN ARROW
ORANGE	SPARE
BLUE	SPARE
WHITE	VEH. COM
WHT/BLK TR	FY ARROW

PEDESTRIAN HEADS	
4-CONDUCTOR CABLE	
BASIC COLOR	SIGNAL INTERVAL
RED	DON'T WALK
GREEN	WALK
WHITE	PED. COM.
BLACK	SPARE

SIGNAL HEADS INBOARD & SIDEMOUNT	
4-CONDUCTOR CABLE	
BASIC COLOR	SIGNAL INTERVAL
RED	RED
BLACK	YELLOW
GREEN	GREEN
WHITE	VEH. COM

PUSH BUTTON	
4-CONDUCTOR CABLE	
COLOR	CALL OUT
RED	PUSH BUTTON
WHITE	P.B. COM
GREEN	SPARE
BLACK	SPARE

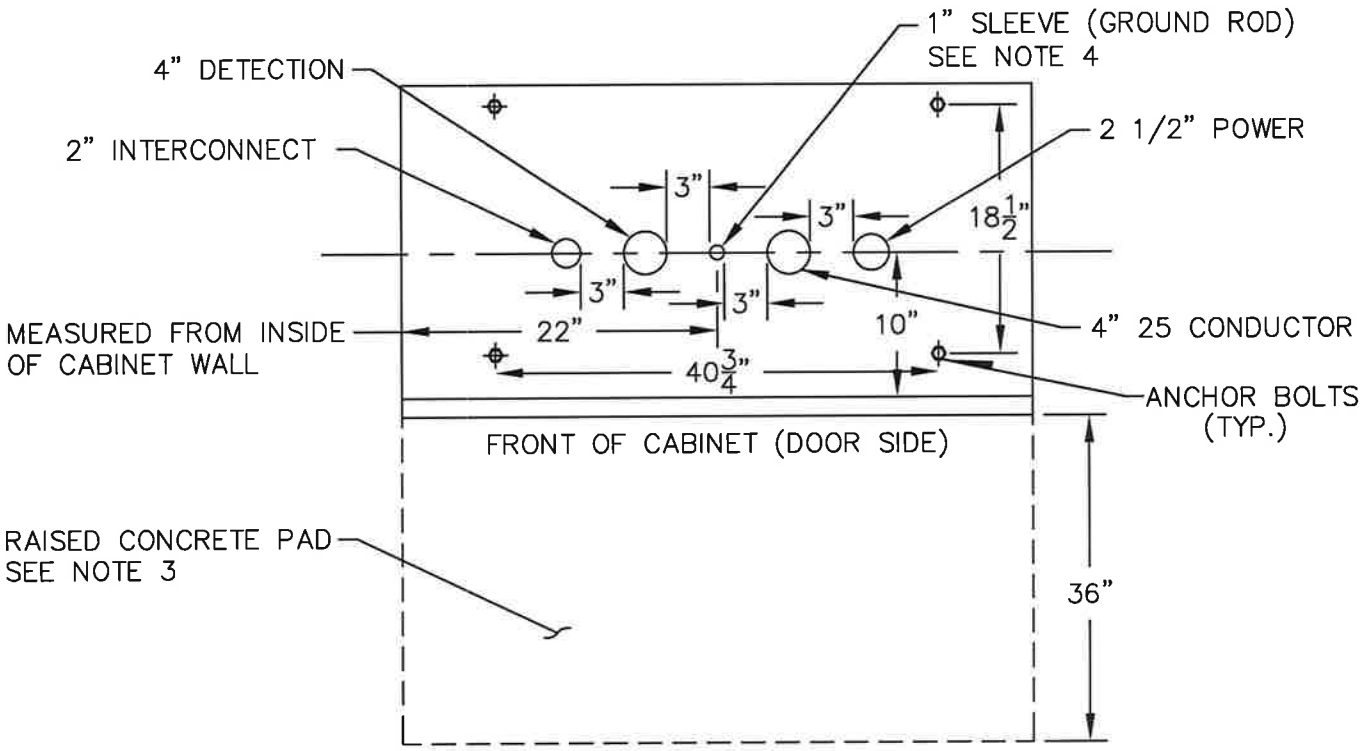
THE CABLE SHALL BE TAGGED TO INDICATE PHASE.

IMSA CABLE 19-1, #14 AWG, 25 CONDUCTOR				
CABLE #1	CABLE #2	CONDUCTOR COLOR		SIGNAL INTERVAL
		BASIC COLOR	TRACER STRIPE	
ø1 OR OVERLAP C FY ARROW	ø5 OR OVERLAP D FY ARROW	RED	WHITE	RED ARROW
		BLACK	WHITE	YELLOW ARROW
		GREEN	WHITE	GREEN ARROW
		BLACK	WHITE/RED	FLASHING YELLOW ARROW
ø2	ø6	RED	---	RED
		ORANGE	---	YELLOW
		GREEN	---	GREEN
ø3 OR OVERLAP B FY ARROW	ø7 OR OVERLAP A FY ARROW	BLACK	RED	RED ARROW
		ORANGE	RED	YELLOW ARROW
		BLUE	RED	GREEN ARROW
		WHITE	BLACK/RED	FLASHING YELLOW ARROW
ø4	ø8	RED	BLACK	RED
		ORANGE	BLACK	YELLOW
		GREEN	BLACK	GREEN
ø2 PED.	ø6 PED.	BLUE	---	WALK
		BLACK	---	DON'T WALK
		WHITE	BLACK	PUSH BUTTON
ø4 PED.	ø8 PED.	BLUE	WHITE	WALK
		RED	GREEN	DON'T WALK
		WHITE	RED	PUSH BUTTON
ALL PHASES	ALL PHASES	WHITE	---	P.B. COMMON
		BLUE	BLACK	SPARE
		ORANGE	GREEN	SPARE
		RED	BLACK/WHITE	SPARE
		GREEN	BLACK/WHITE	SPARE

THE 25 CONDUCTOR CABLES SHALL BE TAGGED ON BOTH ENDS AS FOLLOWS:
RED TAPE FOR SE TO NE RUN
YELLOW TAPE FOR SE TO SW RUN
GREEN FOR SW TO NW RUN
BLUE FOR NW TO NE RUN

GILBERT	STANDARD DETAIL	IMSA WIRE PHASE IDENTIFICATION	APPROVED TOWN ENGINEER	5-12-14 DATE	DETAIL NO. 109

NOT TO SCALE



NOTES:

1. ALL MATERIALS AND INSTALLATION SHALL CONFORM TO THE TOWN OF GILBERT STANDARD DETAILS, AND THE LATEST EDITION OF: THE ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT) "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION"; THE ADOT "TRAFFIC SIGNALS AND LIGHTING STANDARD DRAWINGS"; AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

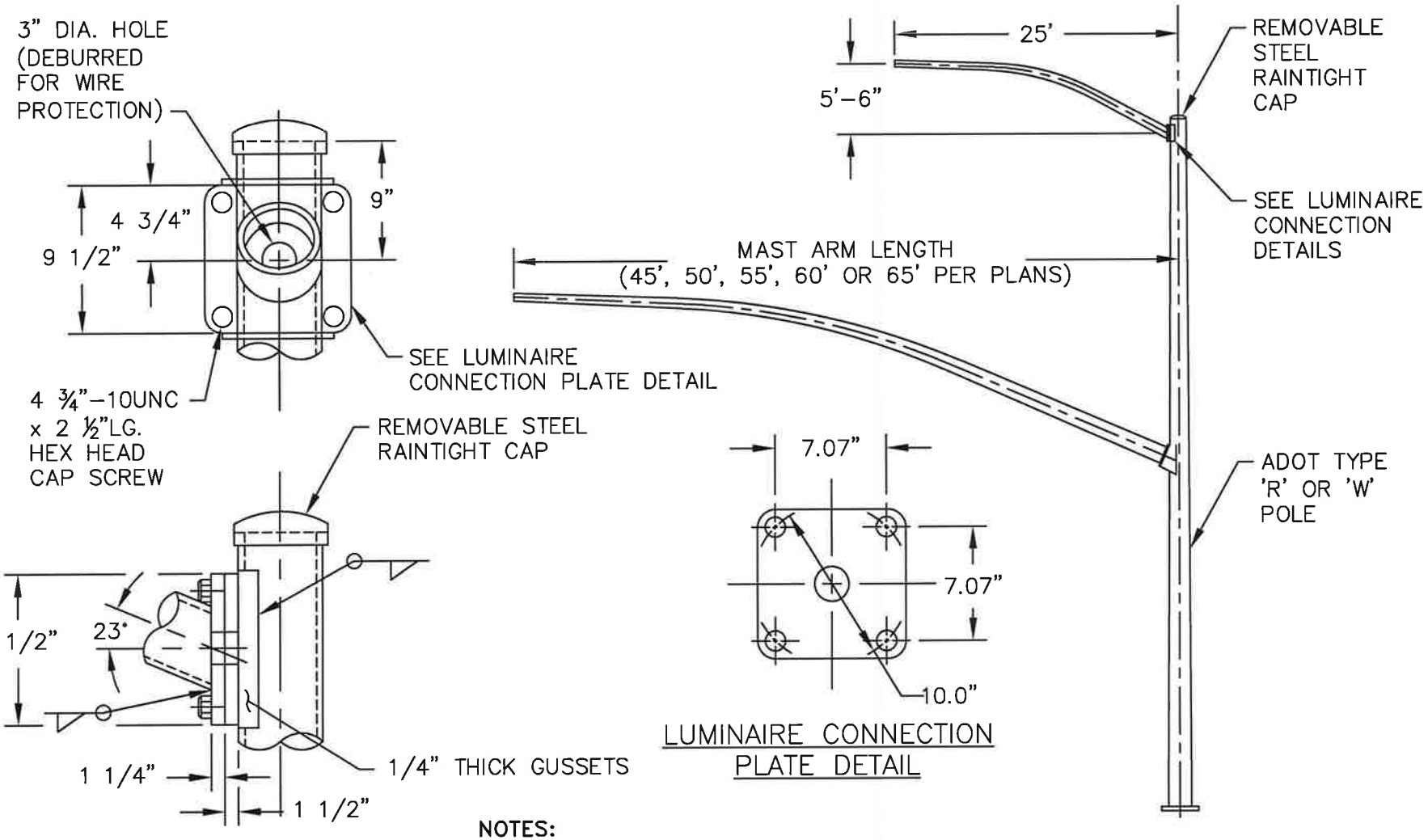
2. CONDUIT PROJECTION ABOVE FOUNDATION SHALL BE 2½" MIN. AND 4" MAX AND SHALL HAVE SMOOTH BELL ENDS ATTACHED.

3. IN UNPAVED AREAS A RAISED CONCRETE PAD 36" X 4" X THE WIDTH OF FOUNDATION, SHALL BE PLACED IN FRONT OF THE CABINET. PAD SHALL BE SET 2" BELOW THE FOUNDATION ELEVATION. SLOPE PAD AWAY FROM CABINET. SEE ADOT STD. DWG. T.S. 2–1.

4. 1" SLEEVE (FOR GROUND ROD) SHALL BE INSERTED WHEN FOUNDATION IS POURED. INSTALL A ⅝" DIAMETER X 8' LONG BONDED COPPER GROUND ROD IN 1" SLEEVE CENTERED IN THE CABINET (APPROX. 22" FROM EDGE) AND PLACED 10" BACK FROM CABINET DOOR.

5. PRIOR TO POURING CONCRETE FOUNDATION, FINAL APPROVAL OF CONDUIT PLACEMENT FROM TRAFFIC OPERATIONS OR DESIGNEE SHALL BE OBTAINED.

GILBERT	STANDARD DETAIL	WIRE COLOR CODE AND IDENTIFICATION	APPROVED _____ TOWN ENGINEER	5-12-14 DATE	DETAIL NO. 110



LUMINAIRE CONNECTION DETAILS

LUMINAIRE CONNECTION PLATE DETAIL

NOT TO SCALE

NOTES:

1. REQUIREMENTS FOR MAST ARMS, POLES, FOUNDATIONS AND ANCHOR BOLTS SHALL BE AS DEFINED BY THE ADOT TRAFFIC SIGNALS AND LIGHTING STANDARD DRAWINGS.
2. POLE/MAST ARM SUPPLIER SHALL PROVIDE SEALED SHOP DRAWINGS TO THE TOWN OF GILBERT FOR POLES AND MAST ARMS INSTALLED WITHIN THE TOWN.
3. THE FOUR–BOLT PATTERN OF THE LUMINAIRE CONNECTION PLATE SHALL BE SPACED SEVEN INCHES ON CENTER VERTICALLY AND HORIZONTALLY.

GILBERT ARIZONA	STANDARD DETAIL	25' LUMINAIRE MAST ARM	APPROVED TOWN ENGINEER	5-28-14 DATE	DETAIL NO. III

TYPE OF LOADS

LOAD	DESCRIPTION	WEIGHT (LBS)	DIMENSIONS L	W	D	EFF. PROJ. AREA (EPA)
	TYPE 'Q' HEAD WITH BACKPLATES *	81	67"	23"	22"	TO BE CALCULATED
	TYPE 'F' HEAD WITH BACKPLATES **	49	51"	23"	22"	TO BE CALCULATED
	PEDESTRIAN SIGNAL HEAD ***	25	20"	20"	10"	TO BE CALCULATED
	TRAFFIC SIGN	2 (APPROX.)	24"	24"	–	TO BE CALCULATED
	STREET LIGHT GE M250	30	6.5"	27.5"	13.5"	0.7 SQ. FT.
	VIDEO DETECTION ECONOLITE – AUTOSCOPE SOLO	6.6	8"	4.3"	21.6"	TO BE CALCULATED
	EMEGRENCY VEHICLE DETECTION TOMAR – 2090	2 (APPROX.)	3"	4"	4"	TO BE CALCULATED
	CCTV CAMERA PELCO SPECTRA III	8.6	10.1"	9.7" (DIA.)		TO BE CALCULATED
	YAGI ANTENNA	2 (APPROX.)	4.6"	2.5"	3.62"	TO BE CALCULATED
N. 1234 GILBERT RD	ILLUMINATED STREET NAME SIGN	208 (SIGN) 29 (BRACKETS)	97"	30"	12"	20.2 SQ. FT.

NOTES:

* THE SIDE MOUNTED TYPE 'Q' HEAD MOUNTED ON THE SIDE OF THE POLE IS AT AN ANGLE OF 50° TO 70° FROM THE PLANE OF THE PAPER.

** THE TYPE 'F' HEADS CLOSEST TO THE POLE FOR THE 45 FT, 50 FT. AND 55 FT. MAST ARMS ON THE 'R' POLE ARE MOUNTED BETWEEN THE BOTTOM TWO LENSES OF THE SIGNAL HEAD i.e. AT A HEIGHT OF 19.25" FROM THE BOTTOM OF THE BACK–PLATE.

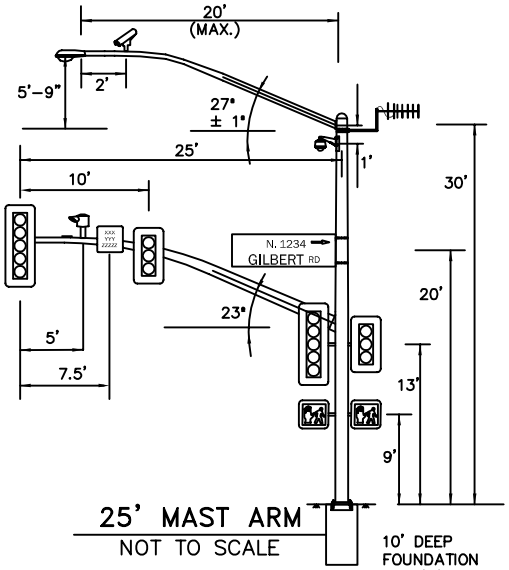
*** THE SIDE MOUNTED PEDESTRIAN HEADS ARE MOUNTED WITH THE HEADS FACING APPROXIMATELY 90° WITH RESPECT TO EACH OTHER.

CLEARANCE TO SIGNAL HEADS ON MAST ARM

POLE	MAST ARM LENGTH	POSITION OF HEAD 1	2	3
Q	25'	17.15'	17.64'	–
	30'	17.15'	18.27'	–
	35'	17.15'	18.27'	–
	40'	17.15'	18.27'	18.06'

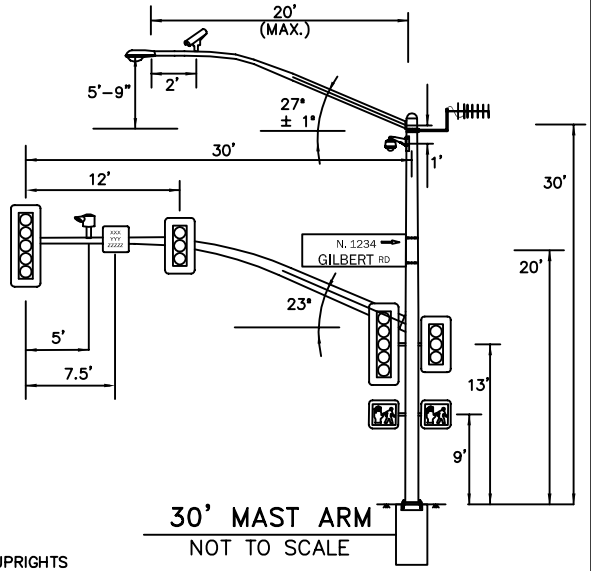
NOTES:

THE CLEARANCE TO THE SIGNAL HEADS ARE MEASURED FROM THE TOP OF THE POLE FOUNDATION TO THE BOTTOM OF THE SIGNAL ASSEMBLY i.e. THE BOTTOM OF THE SIGNAL BACKPLATES.



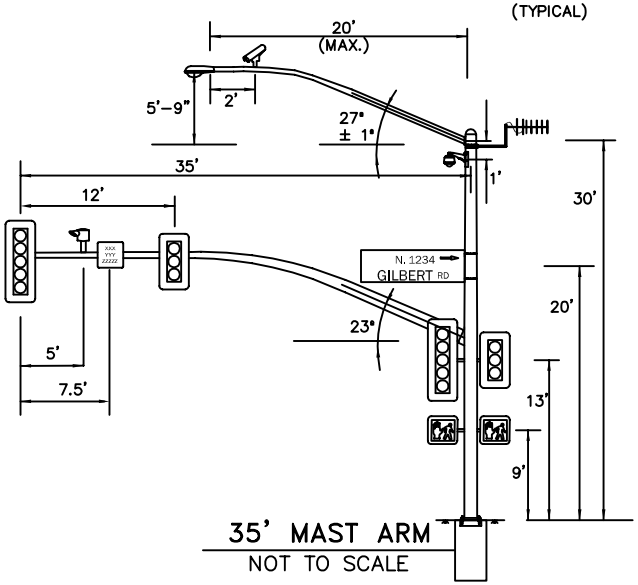
25' MAST ARM
NOT TO SCALE

10' DEEP FOUNDATION FOR 'Q' POLES PER ADOT STD. DET. TS 4–10 (TYPICAL)

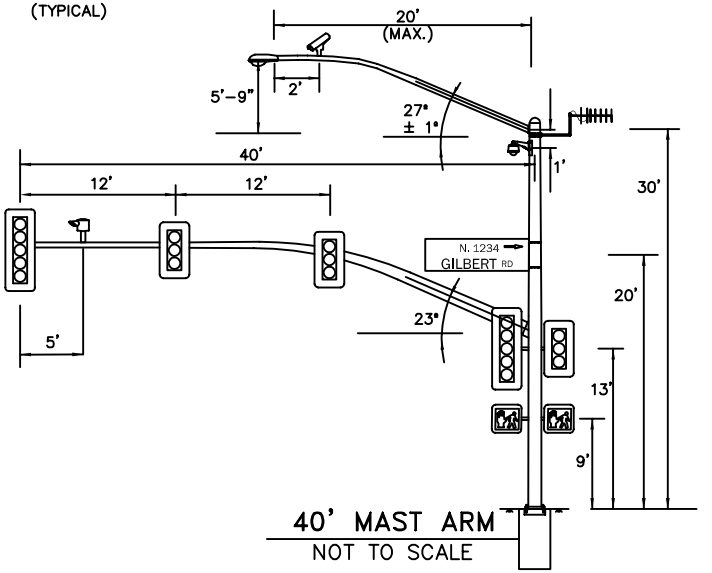


30' MAST ARM
NOT TO SCALE

ALL POLE UPRIGHTS SHALL HAVE A HAND HOLE BEHIND THE SIGNAL MAST ARM (TYPICAL)



35' MAST ARM
NOT TO SCALE



40' MAST ARM
NOT TO SCALE

GILBERT ARIZONA	STANDARD DETAIL	"Q" POLE LOADING DETAIL	Revised 07/05/2012

DETAIL NO. 112A

TYPE OF LOADS

LOAD	DESCRIPTION	WEIGHT (LBS)	DIMENSIONS L	W	D	EFF. PROJ. AREA (EPA)
	TYPE 'Q' HEAD WITH BACKPLATES *	81	67"	23"	22"	TO BE CALCULATED
	TYPE 'F' HEAD WITH BACKPLATES **	49	51"	23"	22"	TO BE CALCULATED
	PEDESTRIAN SIGNAL HEAD ***	25	20"	20"	10"	TO BE CALCULATED
	TRAFFIC SIGN	2 (APPROX.)	24"	24"	–	TO BE CALCULATED
	STREET LIGHT GE M250	30	6.5"	27.5"	13.5"	0.7 SQ. FT.
	VIDEO DETECTION ECONOLITE – AUTOSCOPE SOLO	6.6	8"	4.3"	21.6"	TO BE CALCULATED
	EMEGRENCY VEHICLE DETECTION TOMAR – 2090	2 (APPROX.)	3"	4"	4"	TO BE CALCULATED
	CCTV CAMERA PELCO SPECTRA III	8.6	10.1"	9.7" (DIA.)		TO BE CALCULATED
	YAGI ANTENNA	2 (APPROX.)	4.6"	2.5"	3.62"	TO BE CALCULATED
N. 1234 GILBERT RD	ILLUMINATED STREET NAME SIGN	208 (SIGN) 29 (BRACKETS)	97"	30"	12"	20.2 SQ. FT.

CLEARANCE TO SIGNAL HEADS ON MAST ARM

POLE	MAST ARM LENGTH	POSITION OF HEAD 1	2	3
R	45'	17.15'	17.64'	18.02'
	50'	17.15'	18.27'	18.27'
	55'	17.15'	18.27'	18.27'

NOTES:

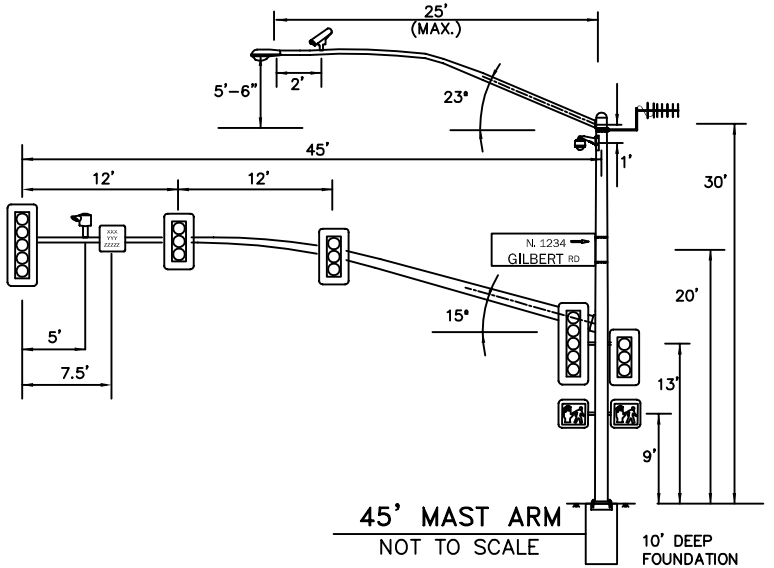
THE CLEARANCE TO THE SIGNAL HEADS ARE MEASURED FROM THE TOP OF THE POLE FOUNDATION TO THE BOTTOM OF THE SIGNAL ASSEMBLY i.e. THE BOTTOM OF THE SIGNAL BACKPLATES.

NOTES:

* THE SIDE MOUNTED TYPE 'Q' HEAD MOUNTED ON THE SIDE OF THE POLE IS AT AN ANGLE OF 50° TO 70° FROM THE PLANE OF THE PAPER.

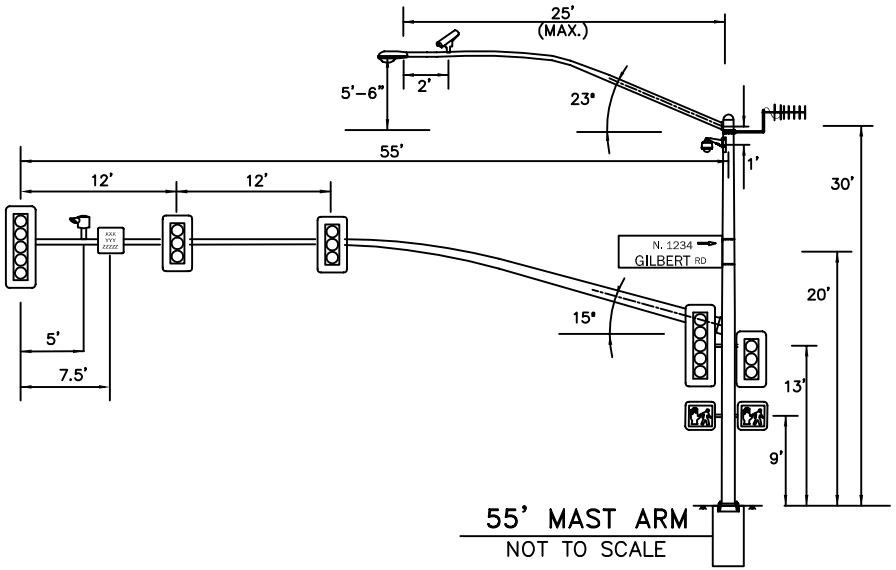
** THE TYPE 'F' HEADS CLOSEST TO THE POLE FOR THE 45 FT, 50 FT. AND 55 FT. MAST ARMS ON THE 'R' POLE ARE MOUNTED BETWEEN THE BOTTOM TWO LENSES OF THE SIGNAL HEAD i.e. AT A HEIGHT OF 19.25" FROM THE BOTTOM OF THE BACK–PLATE.

*** THE SIDE MOUNTED PEDESTRIAN HEADS ARE MOUNTED WITH THE HEADS FACING APPROXIMATELY 90° WITH RESPECT TO EACH OTHER.



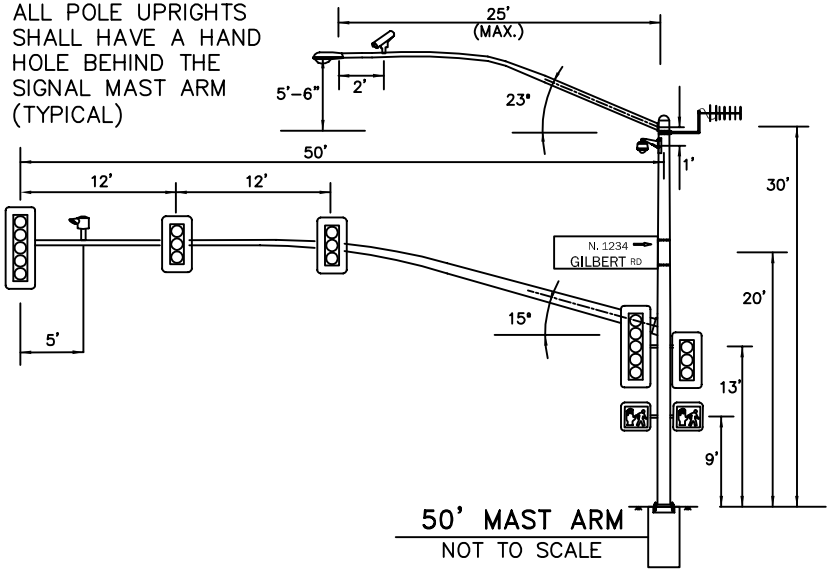
45' MAST ARM
NOT TO SCALE

10' DEEP FOUNDATION FOR 'R' POLES PER ADOT STD. DET. TS 4–11 (TYPICAL)



55' MAST ARM
NOT TO SCALE

ALL POLE UPRIGHTS SHALL HAVE A HAND HOLE BEHIND THE SIGNAL MAST ARM (TYPICAL)



50' MAST ARM
NOT TO SCALE

GILBERT ARIZONA	STANDARD DETAIL	"R" POLE LOADING DETAIL	Revised 07/05/2012	DETAIL NO. 112B

TYPE OF LOADS

LOAD	DESCRIPTION	WEIGHT (LBS)	DIMENSIONS L	W	D	EFF. PROJ. AREA (EPA)
	TYPE 'Q' HEAD WITH BACKPLATES *	81	67"	23"	22"	TO BE CALCULATED
	TYPE 'F' HEAD WITH BACKPLATES	49	51"	23"	22"	TO BE CALCULATED
	PEDESTRIAN SIGNAL HEAD **	25	20"	20"	10"	TO BE CALCULATED
	TRAFFIC SIGN	2 (APPROX.)	24"	24"	–	TO BE CALCULATED
	STREET LIGHT GE M250	30	6.5"	27.5"	13.5"	0.7 SQ. FT.
	VIDEO DETECTION ITERIS RZ4C	5.7	5"	5"	17"	TO BE CALCULATED
	EMEGRENCY VEHICLE DETECTION TOMAR – 2090	2 (APPROX.)	3"	4"	4"	TO BE CALCULATED
	CCTV CAMERA PELCO SPECTRA IV	8.6	10.1"	9.7" (DIA.)		TO BE CALCULATED
	YAGI ANTENNA	2 (APPROX.)	4.6"	2.5"	3.62"	TO BE CALCULATED
N. 1234 GILBERT RD	ILLUMINATED STREET NAME SIGN	208 (SIGN) 29 (BRACKETS)	97"	30"	12"	20.2 SQ. FT.

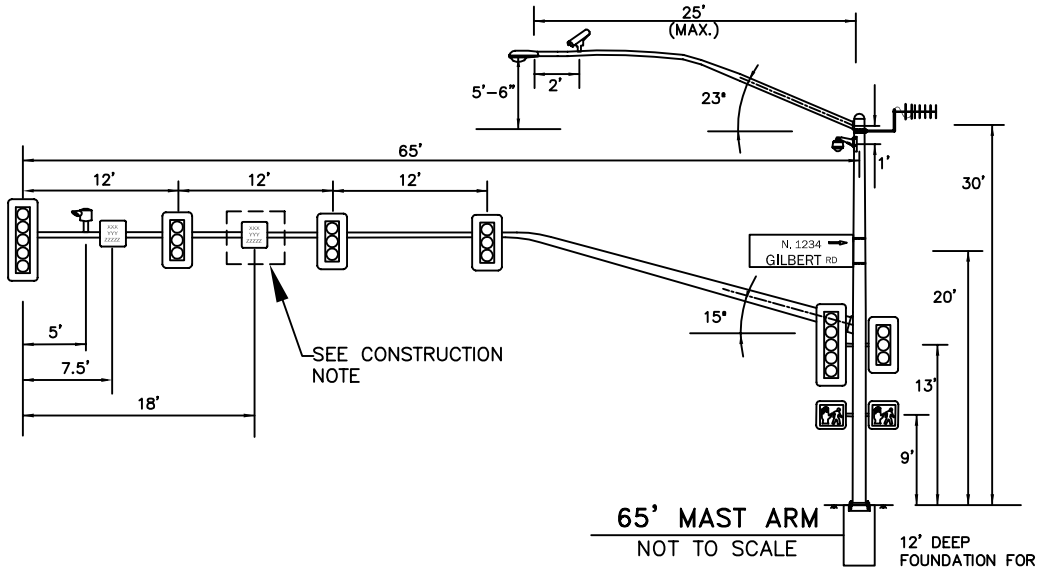
NOTES:

* THE SIDE MOUNTED TYPE 'Q' HEAD MOUNTED ON THE SIDE OF THE POLE IS AT AN ANGLE OF 50° TO 70° FROM THE PLANE OF THE PAPER.

** THE SIDE MOUNTED PEDESTRIAN HEADS ARE MOUNTED WITH THE HEADS FACING APPROXIMATELY 90° WITH RESPECT TO EACH OTHER.

CONSTRUCTION NOTE

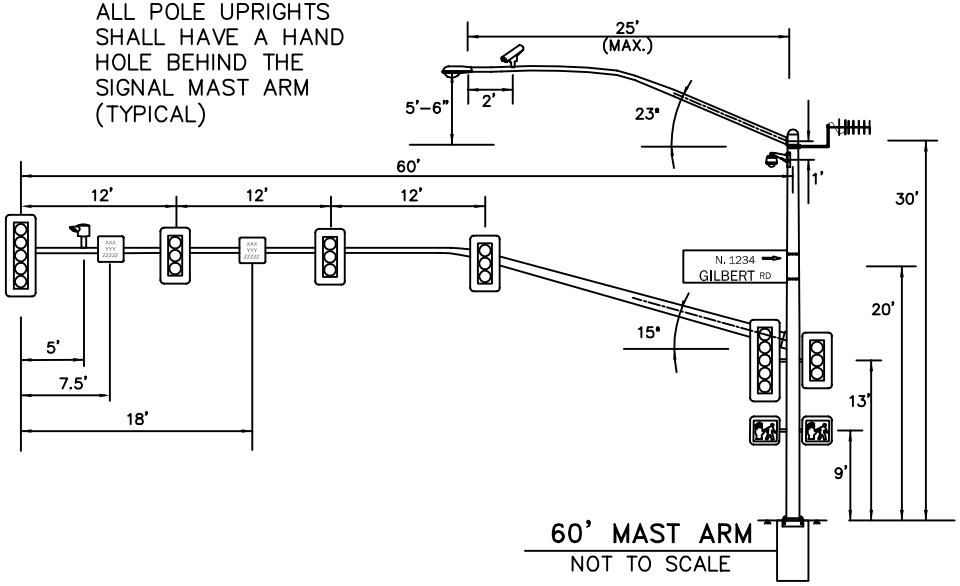
THE SIGN AT DISTANCE 18 FEET FROM MAST ARM FOR 65 FOOT MAST ARM SHALL BE INSTALLED ONLY IF TYPE 'R' OR TYPE 'Q' HEAD IS INSTALLED AT THE TIP OF THE MAST ARM.



65' MAST ARM
NOT TO SCALE

12' DEEP FOUNDATION FOR 'W' POLES PER ADOT STD. DET. TS 4-19 (TYPICAL)

ALL POLE UPRIGHTS SHALL HAVE A HAND HOLE BEHIND THE SIGNAL MAST ARM (TYPICAL)



60' MAST ARM
NOT TO SCALE

CLEARANCE TO SIGNAL HEADS ON MAST ARM

POLE	MAST ARM LENGTH	POSITION OF HEAD 1	2	3	3
W	60'	17.15'	18.27'	18.27'	17.70'
	65'	17.15'	18.27'	18.27'	18.27'

NOTES:

THE CLEARANCE TO THE SIGNAL HEADS ARE MEASURED FROM THE TOP OF THE POLE FOUNDATION TO THE BOTTOM OF THE SIGNAL ASSEMBLY i.e. THE BOTTOM OF THE SIGNAL BACKPLATES.

GILBERT ARIZONA	STANDARD DETAIL	"W" POLE LOADING DETAIL	Revised 07/05/2012	DETAIL NO. 112C

NOTES:

1. PHASE 2 IS ALWAYS NORTHBOUND REGARDLESS OF STREET CLASSIFICATION

2. VIDEO DETECTION SHALL BE SUPPLIED AND INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE MATERIALS AND CONSTRUCTION SHALL COMPLY WITH TOG STANDARD SPECIFICATIONS FOR VIDEO DETECTION. THE CONTRACTOR SHALL VERIFY MOUNTING LOCATIONS WITH TOWN OF GILBERT PRIOR TO INSTALLATION.

3. THE VIDEO DETECTION SYSTEM SHALL INCLUDE THE FOLLOWING PARTS:

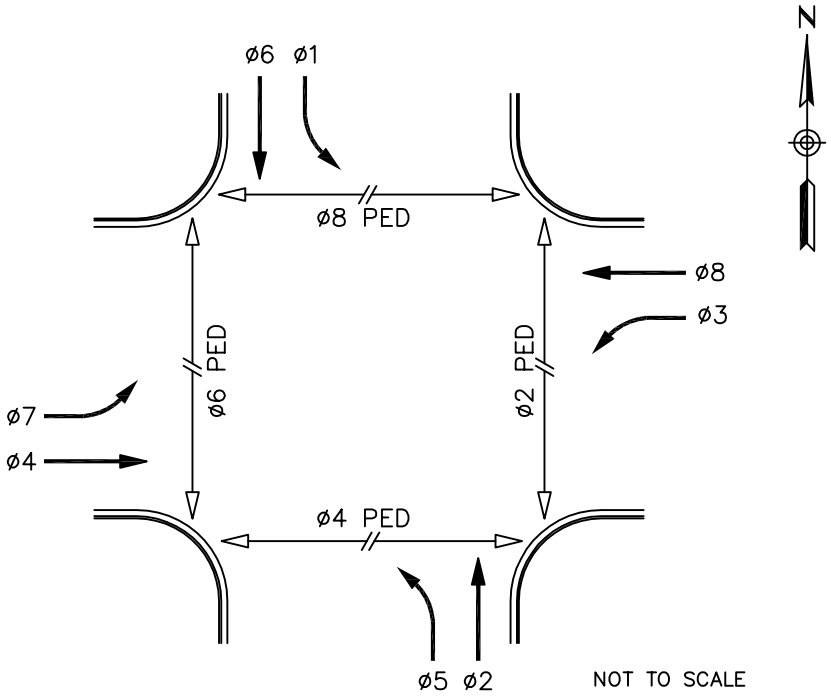
   REQUIRED PARTS

VIDEO INPUT PROCESSOR CARD	EDGE2–2PAK
COLOR CAMERA	RZ4C–A
MOUNTING BRACKET	Cambrkt4
COMMUNICATIONS MODULE	EdgeConnect1
SURGE PANEL	PHPVideo Surge/EDCO CX06–M/PolyPhaser IS–75BB/1.5
COLOR MONITOR	BOSCH LTC 2910/90
VIDEO CABLE	I59PVCC–00 SIAMESE CABLE

   - Coaxial Cable (Camera to Surge Panel)
   - Coaxial cable (Surge Panel to Video Card)
   - Coaxial Cable (Communications Module to Color Monitor)
   - CAT–5E (Video Card to Communications Module)

   DETECTOR RACK — Vantage VRack TS2

4. ALL CAMERAS SHALL BE MOUNTED WITH 6' EXTENSION BRACKETS ON THE SIGNAL MAST ARM UNLESS PRIOR PERMISSION IS GRANTED BY THE TOWN OF GILBERT



TYPICAL SIGNAL PHASING

VANTAGE EDGE 2 MODULE	DET 3	DET 1	DET 3	DET 1
	DET 4	DET 2	DET 4	DET 2
DETECTOR RACK ASSIGNMENT	L–3	L–1	L–7	L–5
	L–4	L–2	L–8	L–6
DETECTOR RACK ASSIGNMENT	ϕ1	ϕ2	ϕ3	ϕ4
	ϕ5	ϕ6	ϕ7	ϕ8

DETECTOR ASSIGNMENT

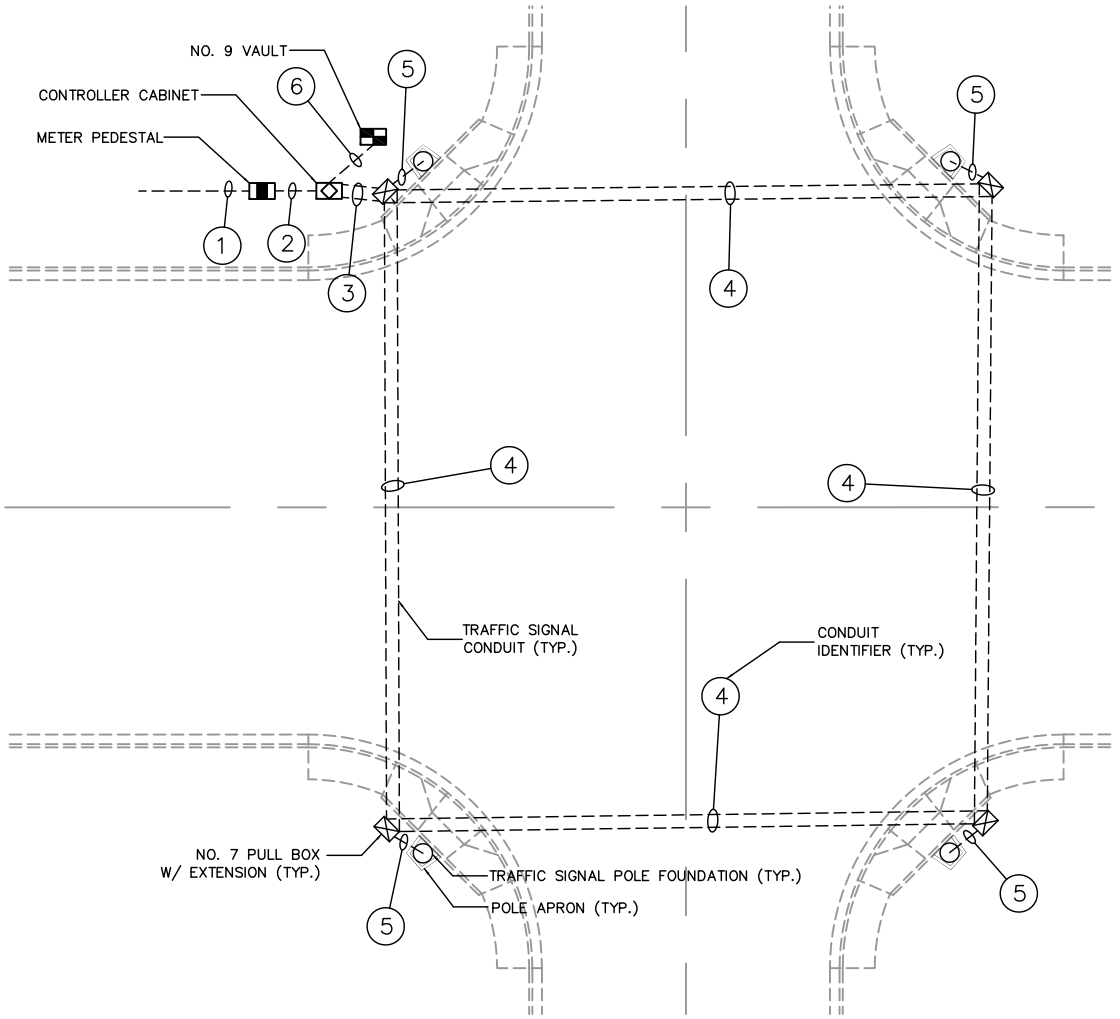
GILBERT ARIZONA	STANDARD DETAIL	STANDARD VIDEO DETECTION DETAIL	Revised 07/05/2012	DETAIL NO. 113

GENERAL NOTES:

1. INSTALLATION OF ALL CONDUIT, PULL BOXES, TRAFFIC SIGNAL INTERCONNECT, CONDUCTORS, DETECTOR LOOPS, AND DETECTOR LOOP STUB–OUTS SHALL BE DONE IN ACCORDANCE WITH THE TOG STANDARD DETAILS 94 THROUGH 104.
2. THE CONTRACTOR SHALL CONTACT BLUE STAKE AT (602) 263–1100 A MINIMUM OF 48 HOURS PRIOR TO ANY CONSTRUCTION AND FIELD–VERIFY EXACT LOCATIONS OF ALL UTILITIES. IF DISCREPANCIES EXIST, CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY.
3. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL POTHOLE FOR UTILITIES. PRIOR TO INSTALLATION OF CONDUIT, THE CONTRACTOR SHALL POTHOLE FOR UTILITIES WHERE CONDUIT INSTALLATION SHALL CROSS EXISTING FACILITIES.
4. THE CONTRACTOR SHALL MAINTAIN AT LEAST 2 FT. CLEARANCE FROM RWCD UTILITY LINES, 4 FT CLEARANCE FROM DRAINAGE 'V' DITCHES AND AT LEAST 1 FT. CLEARANCE FROM ALL OTHER UTILITIES.
5. THE CONTRACTOR SHALL PROVIDE AND INSTALL THE CONDUIT RUNS FROM THE SRP POWER SOURCE POD TO THE METER PEDESTAL. SRP WILL INSTALL THE SERVICE WIRE FROM THE SRP POWER SUPPLY (POD) TO THE METER PEDESTAL.
6. ALL CONDUIT SHALL BE SCHEDULE 40 P.V.C.
7. ALL CONDUIT RUNS UNDER EXISTING PAVEMENT AND DRIVEWAYS SHALL BE INSTALLED BY DIRECTIONAL BORING, UNLESS PRIOR APPROVAL IS OBTAINED FROM TOWN OF GILBERT.

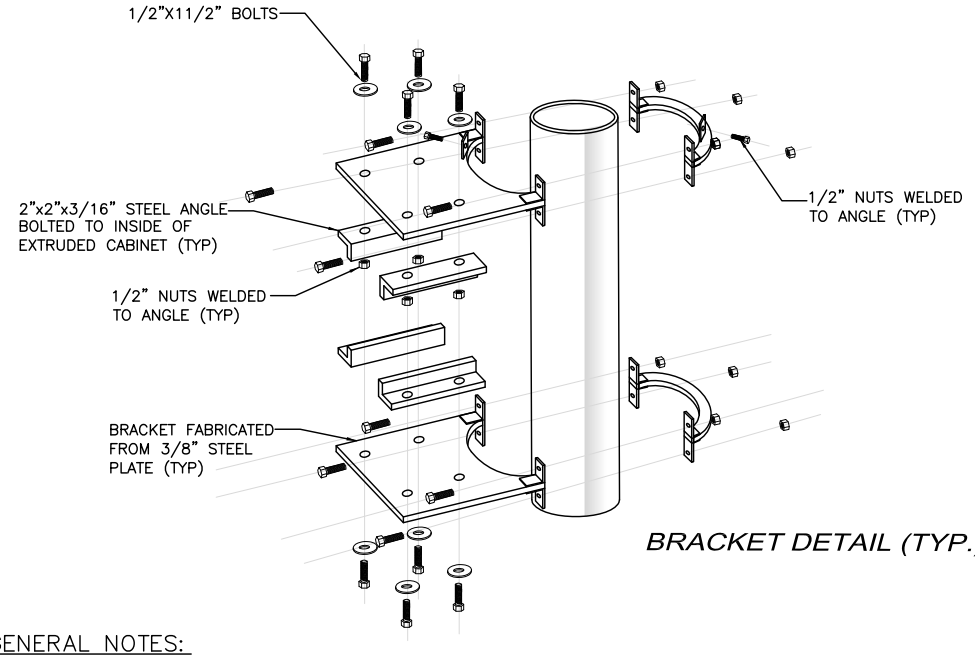
CONDUCTOR NOTES:

1. THE CONTRACTOR SHALL INSTALL # 6 (120/240) IN CONDUIT 2.
2. THE CONTRACTOR SHALL INSTALL A MIN. OF TWO # 14 IMSA 19–1, 20 CONDUCTOR, ONE # 8 WHITE THW (SOLID) & ONE # 8 GREEN THW (SOLID) FOR TRAFFIC SIGNALS IN CONDUIT 4.
3. THE CONTRACTOR SHALL INSTALL # 14 IMSA 19–1, 7 CONDUCTOR & 4 CONDUCTOR BASED ON THE NUMBER AND TYPE OF SIGNAL HEADS, PEDESTRIAN SIGNAL INDICATIONS AND PEDESTRIAN PUSH BUTTONS ATTACHED TO THE POLE AND ONE # 8 GREEN THW (SOLID) IN CONDUIT 5.
4. THE CONTRACTOR SHALL INSTALL ONE # 10 BLACK THW, SOLID (RED TAPE) & ONE # 10 WHITE THW, SOLID (RED TAPE) FOR LUMINAIRES AND # 10 BLACK THW, SOLID (BROWN TAPE) FOR INTERNALLY ILLUMINATED STREET NAME SIGNS IN CONDUIT 4.
5. THE CONTRACTOR SHALL INSTALL ONE # 12 BLACK THW, SOLID (RED TAPE) & ONE # 12 WHITE THW, SOLID (RED TAPE) FOR LUMINAIRES AND # 12 BLACK THW, SOLID (BROWN TAPE) FOR INTERNALLY ILLUMINATED STREET NAME SIGNS IN CONDUIT 5.
6. THE CONTRACTOR SHALL INSTALL THE FOLLOWING CABLES, BASED ON REQUIREMENTS FOR FIRE PREEMPTION (OPTRONIX M913 DETECTOR CABLE OR APPROVED EQUAL), VIDEO DETECTOR (159 PVCC–00 SIAMESE CABLE OR APPROVED EQUAL), RADIO INTERCONNECT (RF CABLE–ENCOM LMR 400 OR APPROVED EQUAL), CCTV (CCTV COMPOSITE CABLE – BELDEN 7910A OR APPROVED EQUAL). THE CABLES SHALL RUN UNSPLICED FROM THE EQUIPMENT TO THE CONTROLLER CABINET.
7. THE HIGH VOLTAGE CONDUCTORS (FOR TRAFFIC SIGNAL, ISNS & LUMINAIRES) AND LOW VOLTAGE CONDUCTORS (FOR FIRE PREEMPTION, VIDEO DETECTOR, RADIO INTERCONNECT & CCTV) SHALL BE INSTALLED IN SEPARATE CONCDUITS IN THE MAIN RUNS.
8. THE CONTRACTOR SHALL INSTALL 12 STRAND SMFO WITH GATOR PATCH IN CONDUIT 6.
9. THE CONTRACTOR SHALL INSTALL DETECTABLE PULL TAPE IN ALL EMPTY CONDUIT RUNS.

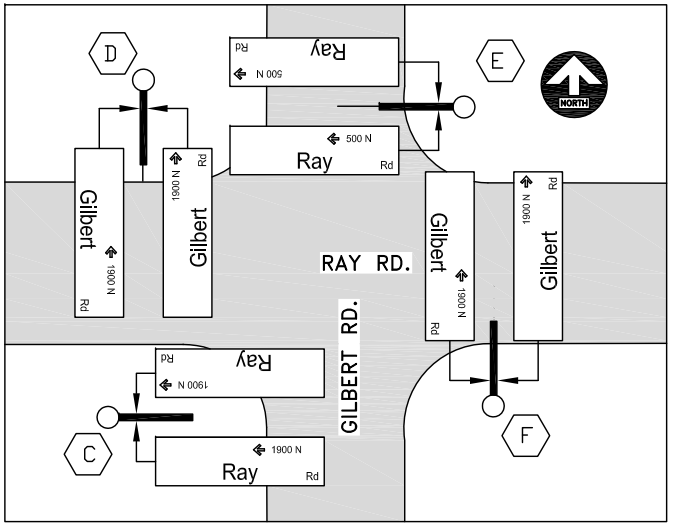


CONDUIT	DESCRIPTION
(1)	1 – 2½" SCH. 40 PVC (RED) SERVICE CONDUIT (POWER SOURCE TO METER PEDESTAL)
(2)	1 – 2½" SCH. 40 PVC SERVICE CONDUIT (METER PEDESTAL TO CONTROLLER CABINET)
(3)	2 – 3" SCH. 40 PVC CONDUITS – MAIN RUNS (CONTROLLER CABINET TO NO. 7 PULL BOX W/ EXT.)
(4)	2 – 3" SCH. 40 PVC CONDUITS – MAIN RUNS (BETWEEN NO. 7 PULL BOXES W/ EXTENSIONS)
(5)	1 – 3" SCH. 40 PVC CONDUIT – POLE RUNS (NO. 7 PULL BOX W/EXT. TO TRAFFIC SIGNAL POLE)
(6)	1 – 2" SCH. 40 PVC CONDUIT – FIBER OPTIC (CONTROLLER CABINET TO NO. 9 VAULT)

DETAIL NO. 114	TOWN OF GILBERT STANDARD DETAIL	TRAFFIC SIGNAL CONDUITS AND CONDUCTORS	07/13/09	DETAIL NO. 114



BRACKET DETAIL (TYP.) N.T.S.



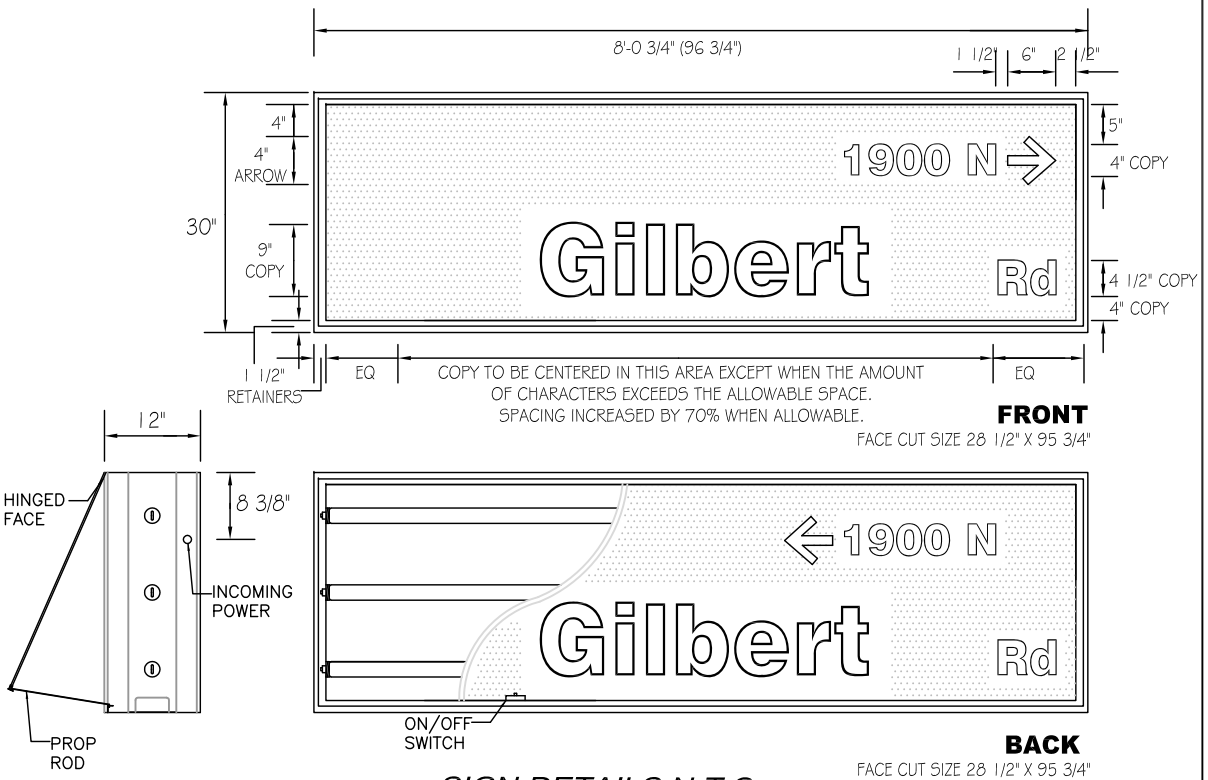
TYPICAL I.S.N.S. LAYOUT

GENERAL NOTES:

1. INTERNALLY ILLUMINATED STREET NAME SIGNS (I.S.N.S.) SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR. INDIVIDUAL INLINE FUSE HOLDER, PART NUMBERS WPBI - (RUBBER BOOT) AND HEB - (AA BUSS FUSE HOLDERS) SHALL BE INSTALLED FOR BOTH I.S.N.S. AND LUMINAIRES IN THE PULL BOX AT THE BASE OF EACH POLE.
2. THE I.S.N.S SHALL BE ATTACHED TO THE TRAFFIC POLE ABOVE THE SIGNAL MAST ARM AT APPROXIMATELY 20FT ELEVATION FROM THE BASE OF THE POLE.

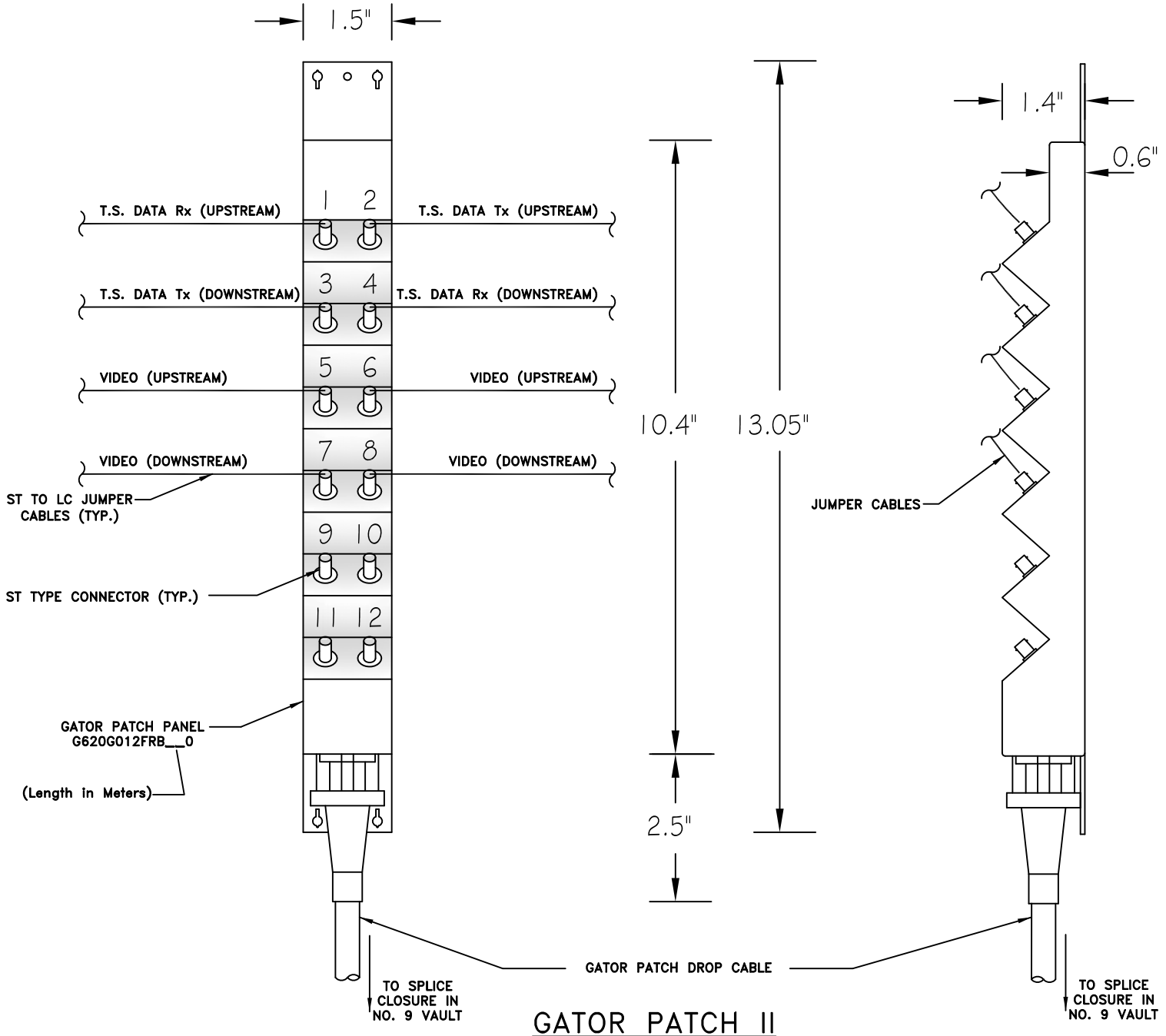
MATERIAL NOTES:

1. CABINET SHALL BE CONSTRUCTED OF EXTRUDED MMG12 ALUMINIUM 12" DEEP WITH 1½" RETAINERS. CABINET FACE SHALL BE HINGED WITH PROP ROD.
2. THE FINISH SHALL BE PRIMED AND PAINTED DARK BROWN GLOSS FINISH OF GRIGGS INDUSTRIAL #435 OR APPROVED EQUAL .
3. THE ILLUMINATION SHALL CONSIST OF 3 NOS. F96T12 CW/HO LAMPS OR APPROVED EQUAL AT 9 ½" SPACING. THE BALLAST SHALL BE EESB 42413L (120V) OR APPROVED EQUAL.
4. THE FACES SHALL BE 3/16" WHITE POLYCARBONATE WITH FIRST SURFACE VINYL. THE BACKGROUND SHALL BE 3M#3990 OR APPROVED EQUAL WHITE DIAMOND GRADE REFLECTIVE WITH 3M#1177C OR APPROVED EQUAL GREEN EC FILM OVERLAY
5. THE TYPESTYLE FOR LETTERING SHALL BE HELVETICA MEDIUM STANDARD SPACING.



SIGN DETAILS N.T.S.

DETAIL NO. 115	TOWN OF GILBERT STANDARD DETAIL	INTERNALLY ILLUMINATED STREET NAME SIGNS	06/19/09	DETAIL NO. 115



GATOR PATCH II SPLICING DETAIL

DETAIL NO. 116	TOWN OF GILBERT STANDARD DETAIL	FIBER OPTIC GATOR PATCH SPLICING DETAILS	09/10/09	DETAIL NO. 116

TRAFFIC ENGINEERING SIGNING PLAN GENERAL NOTES

THE FOLLOWING NOTES ARE TO BE INCLUDED ON ALL PLANS SUBMITTED TO THE TOWN OF GILBERT THAT WILL REQUIRE TRAFFIC SIGNING

1. The contractor installing signing with the Town's right-of-way will be required to obtain a signing installation permit 15 days prior to any installation.

2. The signing contractor shall make contact with the Traffic Engineering Section at 480-503-6186 to arrange for a pre-installation meeting. No signing is to be installed prior to meeting with a representative from the Traffic Engineering Section.

3. All signing shall conform to the requirements contained in the latest edition of the Manual on Uniform Traffic Control Devices Handbook, and the latest edition of the Arizona Supplement published by the Arizona Department of Transportation.

4. All signs shall be installed using 1 3/4" or 2" square tubing as per Town of Gilbert Standard Detail 79.

5. Signs shall be secured to post using 3/8" x 2 1/2" plated hex head bolts with flat washers (2 each) and nylon stop nuts. A nylon washer shall be placed next to sign face.

6. Signs that are required to be removed or relocated during construction will be the responsibility of the contractor. Any signing that is to be relocated or removed due to construction shall be reinstalled in its final location per Town of Gilbert Standard Detail 79.

7. The contractor shall allow the concrete in the postholes to cure for at least 24-hours prior to standing the poles and hanging any signing.

8. The contractor shall ensure that at no time a traffic sign is installed in such a way as to be blocked by trees or any type of vegetation. In these cases, the contractor shall contact the Traffic Engineering Section at 480-503-6186 to provide an alternative location for the installation of signing in question.

TRAFFIC ENGINEERING SIGNING PLAN GENERAL NOTES

THE FOLLOWING NOTES ARE TO BE INCLUDED ON ALL PLANS SUBMITTED TO THE TOWN OF GILBERT THAT WILL REQUIRE TRAFFIC SIGNING

1. Any signing that is to be affixed to a street light pole shall be done so using ¾" Stainless Steel banding with appropriate fasteners.

2. Any signing installed within the Town's right-of-way shall be installed by an individual that has current certification in signing installation or inspection from American Traffic Safety Services Association (ATSSA) or the International Municipal Signal Association (IMSA). Equivalents will be considered but must be submitted in writing to the Traffic Engineer 30-days prior to installation of any signing.

3. Signing quantities and installation locations are subject to change at the time of installation based upon current accepted practice. The contractor completing the signing installation shall make contact with the Traffic Engineering Section prior to any signing being installed within the Town's right-of-way.

TRAFFIC ENGINEERING SIGNING PLAN GENERAL NOTES

THE FOLLOWING NOTES ARE TO BE INCLUDED ON ALL PLANS SUBMITTED TO THE TOWN OF GILBERT THAT WILL REQUIRE TRAFFIC SIGNING

Sign Sheeting Standards

All signing will incorporate ASTM Type IV (High Intensity) sheeting as a minimum with the following exceptions:

1. All Warning signs (yellow series) shall be ASTM Type XI (fluorescent yellow sheeting).
2. All regulatory signs shall be ASTM Type XI sheeting.
3. Street Name signs:
    a. Any arterial street intersection (all blades) shall be ASTM TYPE XI sheeting
    b. All other intersections shall be ASTM Type IV sheeting
4. All overhead internally illuminated street name signs shall be ASTM Type XI translucent sheeting
5. All School Area signing shall be ASTM Type XI sheeting (fluorescent yellow-green)

All signing specified to be ASTM Type IV (high intensity) shall be 3M 3930 sheeting or equivalent, to include the same warranty period.

All signing specified to be ASTM Type XI shall be 3M 4000 sheeting or equivalent, to include the same warranty period.

Sign imaging shall be in compliance with the reflective sheeting manufacturers matched component system. Sign imaging shall consist of an acrylic based electronic cuttable film (3M 1170 Series or equivalent) or silk screened (depending on the quantity of signage) with standard highway colors.

Any request to use sheeting other than that specified above shall be made in writing to the Traffic Engineer 30 days in advance of installation.

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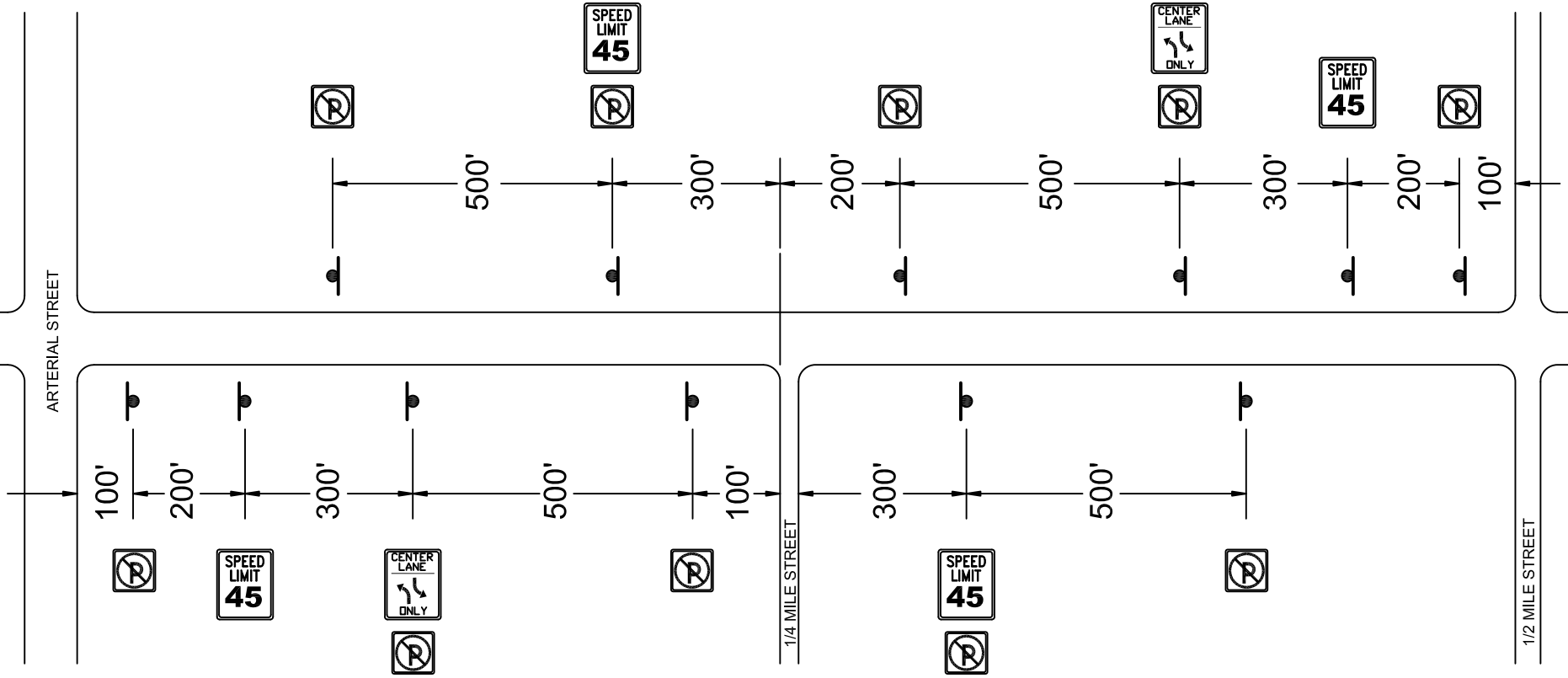


CENTER LANE ONLY — R3-9B, 24" x 30" — 2 PER MILE.

SPEED LIMIT 45 — R2-1, 24" x 30" — 4 PER MILE.

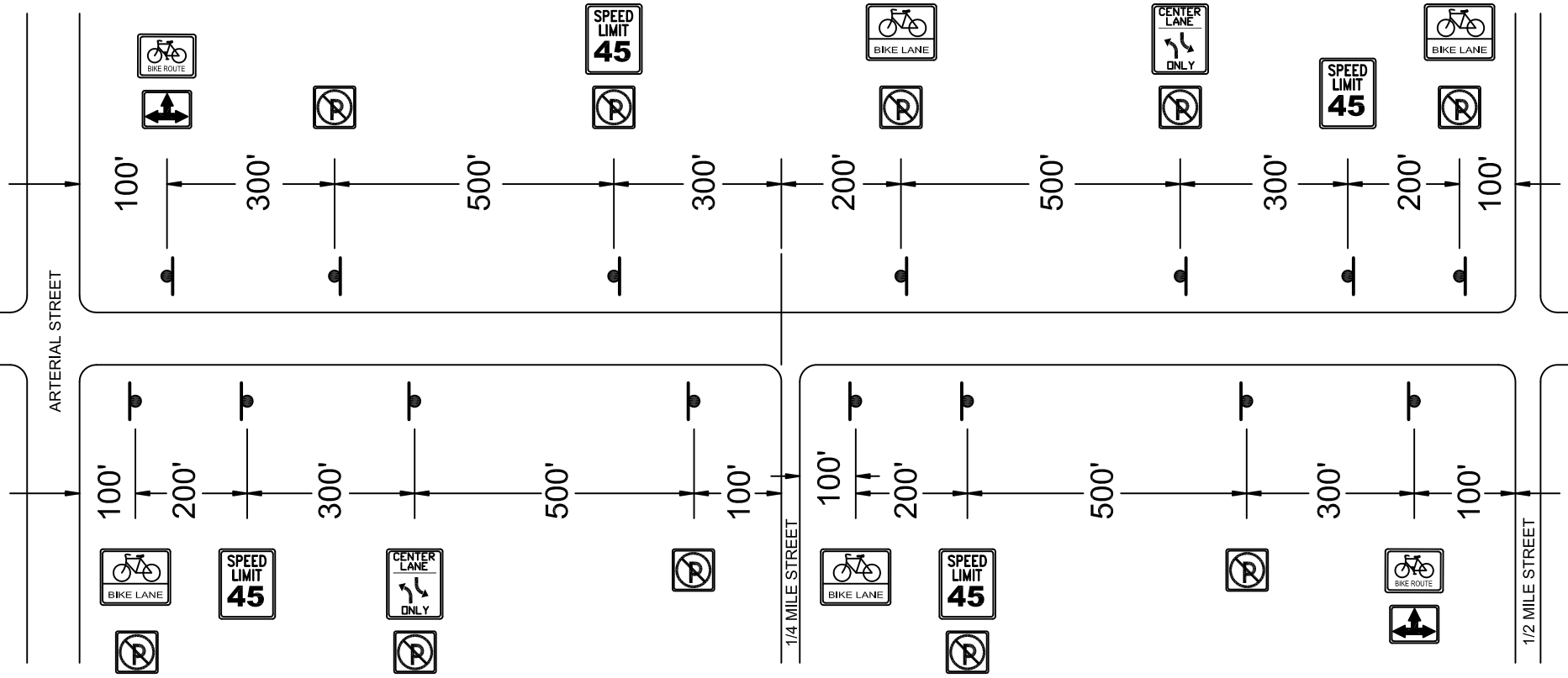
R8-3A, 12" x 12" — EVERY 500 FEET.

BUS

BUS STOP SIGNS TYPICALLY +/- 100 FEET FROM ARTERIAL, 1/4 MILE OR 1/2 MILE STREET INTERSECTIONS. SEPARATE R8-3A IS NOT NEEDED WHERE NO PARKING SYMBOL IS ON BUS STOP SIGN.

NOTES:
* USE STREET LIGHT POLES FOR SIGN MOUNTING WHERE POSSIBLE.
* 200 FEET DISTANCE BETWEEN SIGNS PREFERRED.
* DISTANCES ARE APPROXIMATE.

DETAIL NO. 201	TOWN OF GILBERT STANDARD DETAIL	TYPICAL ARTERIAL SIGNING	REVISED 5/13/2008	DETAIL NO. 201



R3-17
30" x 24"

4 PER MILE.

R3-9B
24" x 30"

2 PER MILE.

R2-1
24" x 30"

4 PER MILE.

R8-3A
12" x 12"

EVERY 500 FEET.

D11-1
24" x 18"

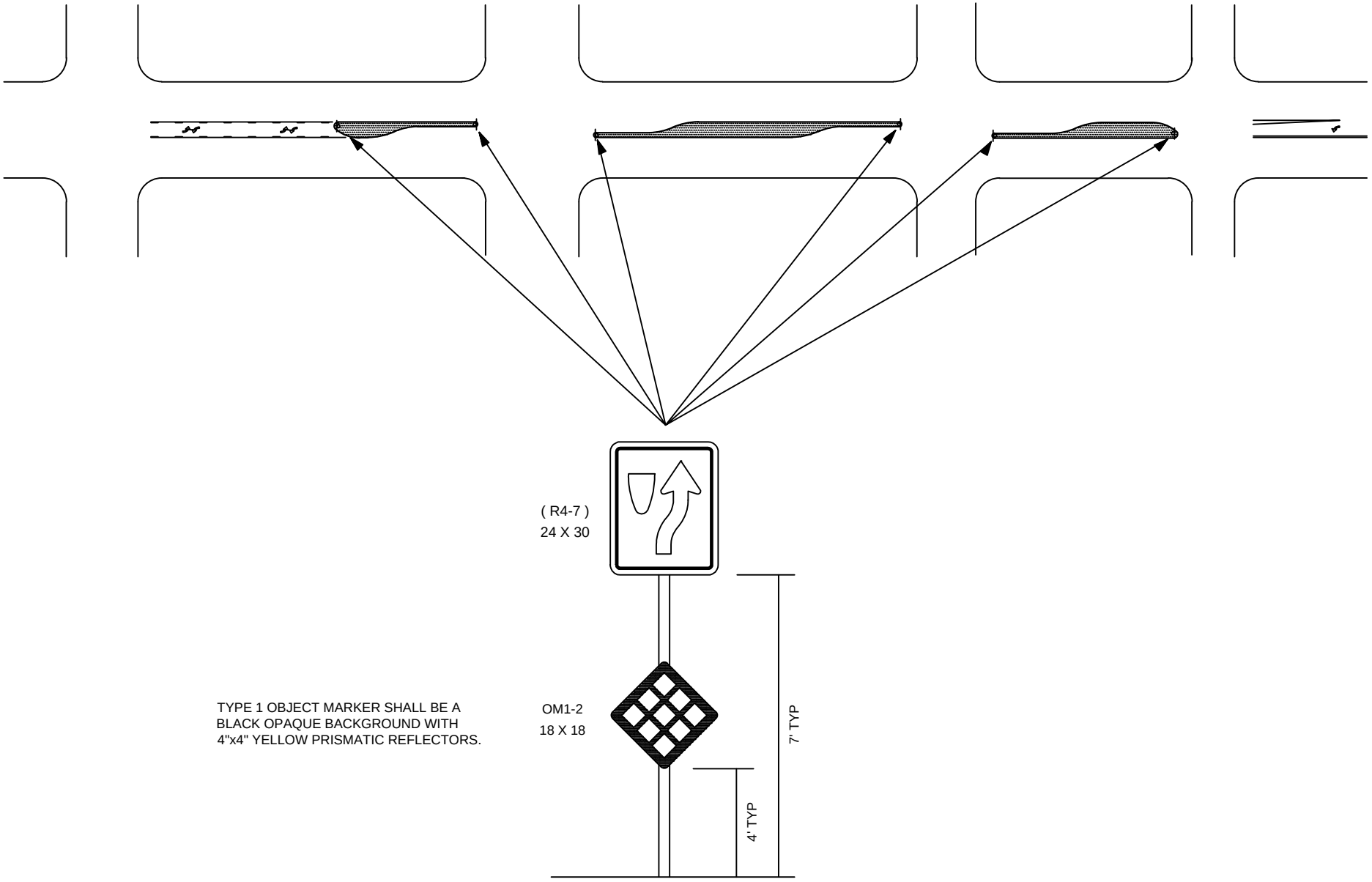
M7- #
12" x 9"

BIKE ROUTE SIGNS WITH ARROWS ARE INSTALLED IN ADVANCE OF INTERSECTING STREETS THAT HAVE A BIKE FACILITY.

BUS STOP SIGNS TYPICALLY +/- 100 FEET FROM ARTERIAL, 1/4 MILE OR 1/2 MILE STREET INTERSECTIONS. SEPARATE R8-3A IS NOT NEEDED WHERE NO PARKING SYMBOL IS ON BUS STOP SIGN.

NOTES:
* USE STREET LIGHT POLES FOR SIGN MOUNTING WHERE POSSIBLE.
* 200 FEET DISTANCE BETWEEN SIGNS PREFERRED.
* DISTANCES ARE APPROXIMATE.

DETAIL NO. 201A	TOWN OF GILBERT STANDARD DETAIL	TYPICAL ARTERIAL SIGNING WITH BIKE LANES	REVISED 5/13/2008	DETAIL NO. 201A



TYPE 1 OBJECT MARKER SHALL BE A
BLACK OPAQUE BACKGROUND WITH
4"x4" YELLOW PRISMATIC REFLECTORS.

DETAIL NO. 201B	TOWN OF GILBERT STANDARD DETAIL	RAISED MEDIAN SIGNING	REVISED 10/17/2013	DETAIL NO. 201B

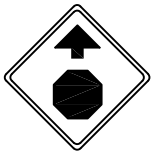
LEGEND:

1 

R1-1 (NEW)
R1-3 (NEW)

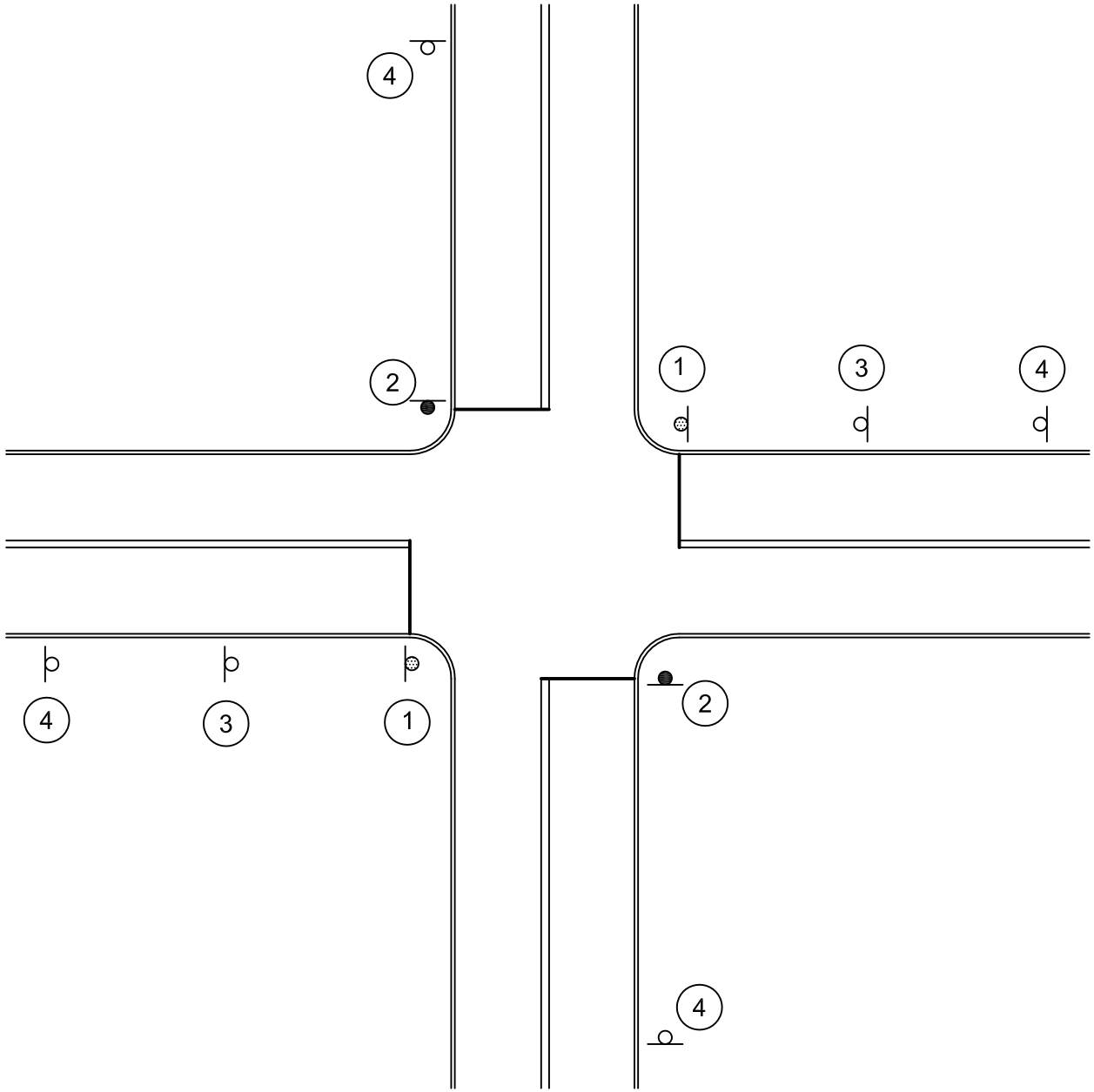
2 

R1-1 (EXISTING)
ADDING R1-3 PLATE ONLY

3 
W3-1

4 

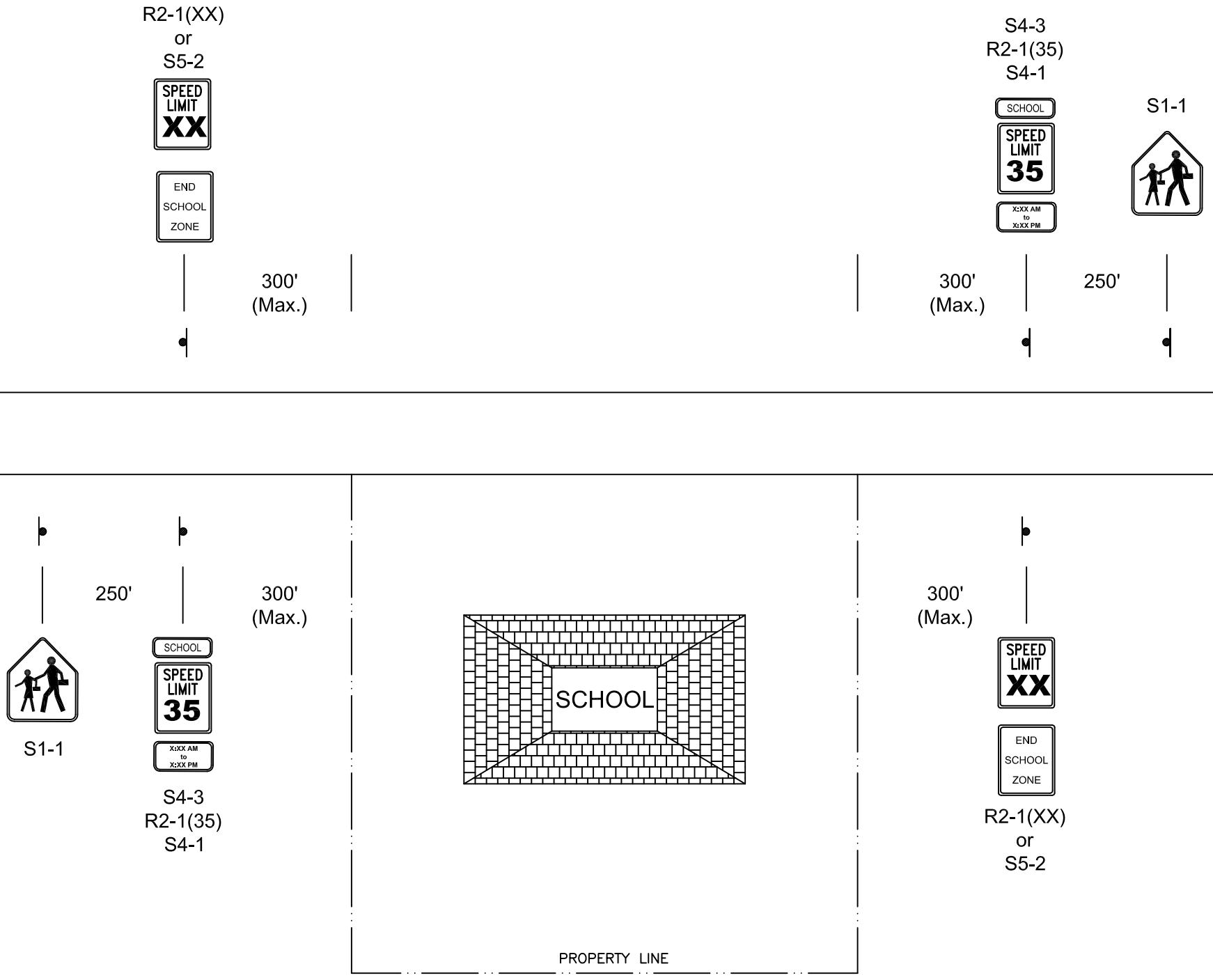
W32-1AZ (Temporary)
(ADOT Manual of Approved Signs)



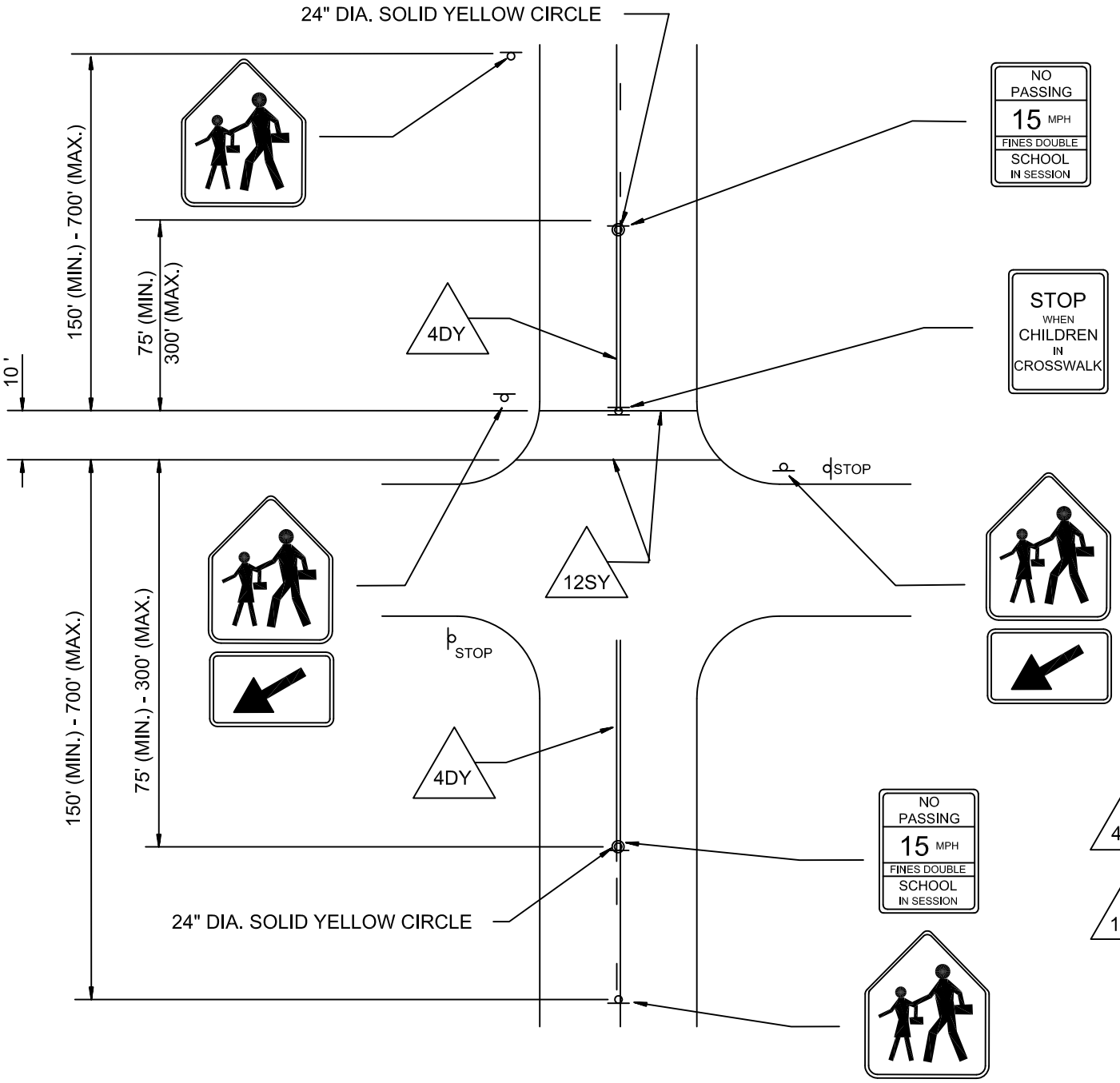
NOTES:

FOR WARNING SIGN SPACING SEE TABLE 2C-4, "GUIDELINES FOR ADVANCED PLACEMENT OF WARNING SIGNS", MUTCD 2003 EDITION.

DETAIL NO. 202	TOWN OF GILBERT STANDARD DETAIL	NEW STOP SIGNS AT TWO APPROACHES	REVISED 12/13/2007	DETAIL NO. 202



DETAIL NO. 203	TOWN OF GILBERT STANDARD DETAIL	SCHOOL ZONE SIGNING	REVISED 8/26/2008	DETAIL NO. 203



NOTE

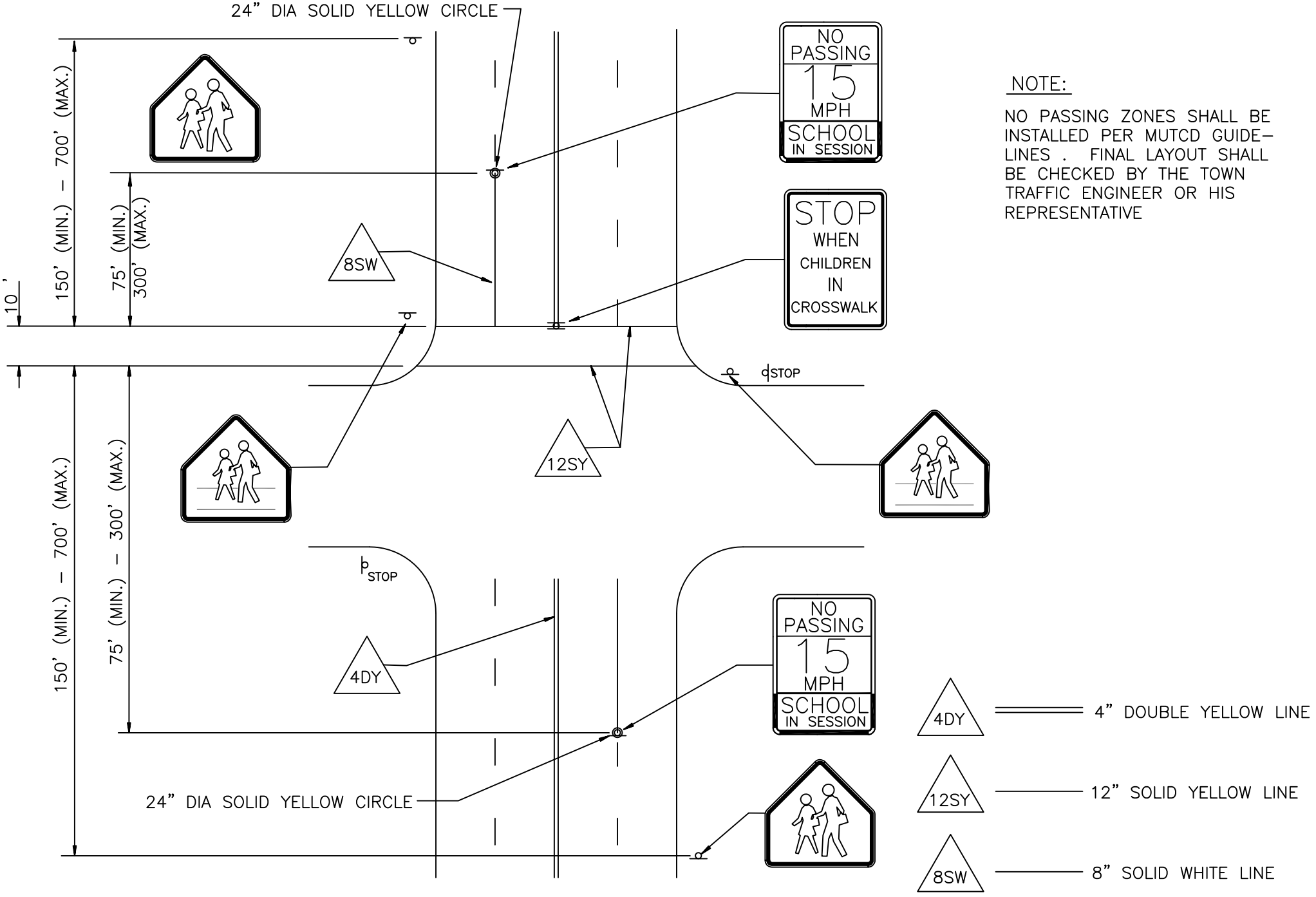
1. NO PASSING ZONES SHALL BE INSTALLED PER ADOT GUIDELINES*. FINAL LAYOUT SHALL BE CHECKED BY THE TOWN TRAFFIC ENGINEER OR REPRESENTATIVE.
2. NO CROSSWALKS SHALL BE INSTALLED WITHOUT THE FINAL APPROVAL OF THE TOWN TRAFFIC ENGINEER OR REPRESENTATIVE.
3. EXACT DISTANCES OF SIGNS ARE BASED ON THE POSTED SPEED LIMIT.
4. NO PARKING ALLOWED WITHIN SCHOOL ZONE.

* ADOT "TRAFFIC SAFETY FOR SCHOOL AREAS, GUIDELINES, 2006", REV 10/6.

4DY — 12" solid yellow line

12SY — 4" double yellow line

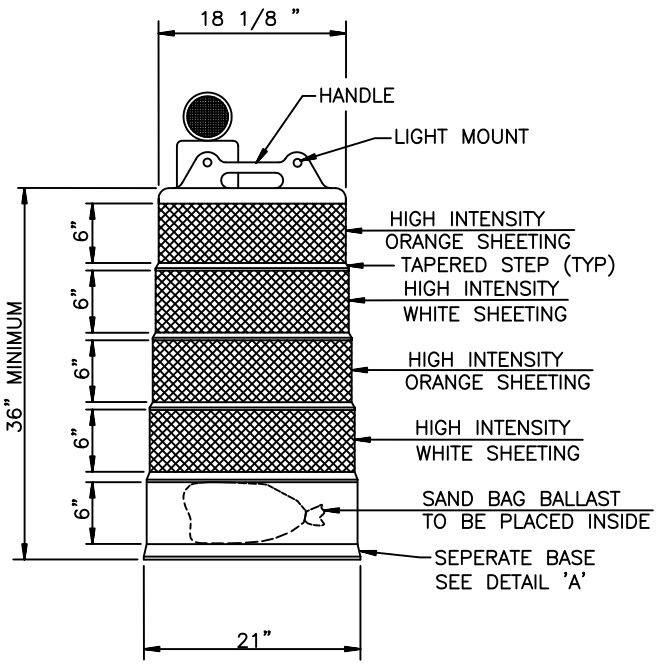
DETAIL NO. 203A	TOWN OF GILBERT STANDARD DETAIL	SCHOOL CROSSWALKS	REVISED 12/13/2007	DETAIL NO. 203A

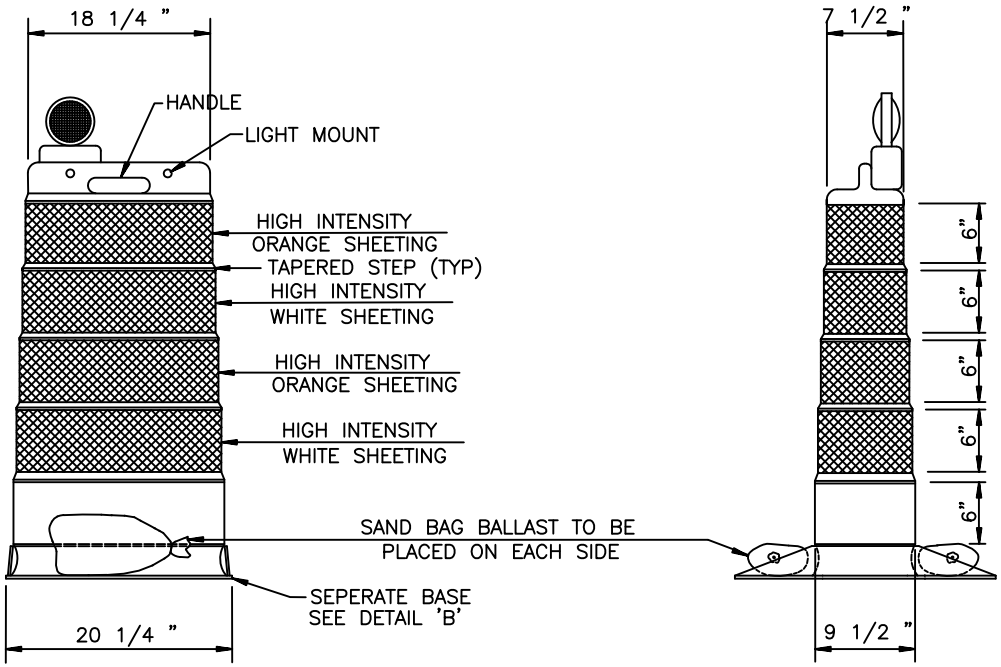


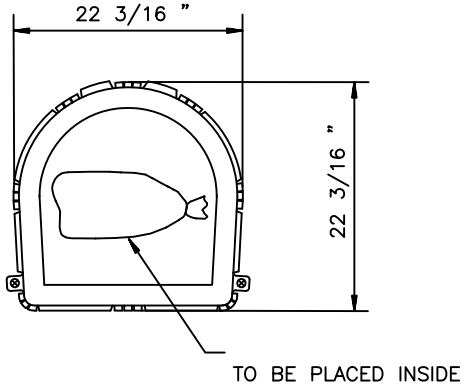
NOTE:

NO PASSING ZONES SHALL BE INSTALLED PER MUTCD GUIDE–LINES . FINAL LAYOUT SHALL BE CHECKED BY THE TOWN TRAFFIC ENGINEER OR HIS REPRESENTATIVE

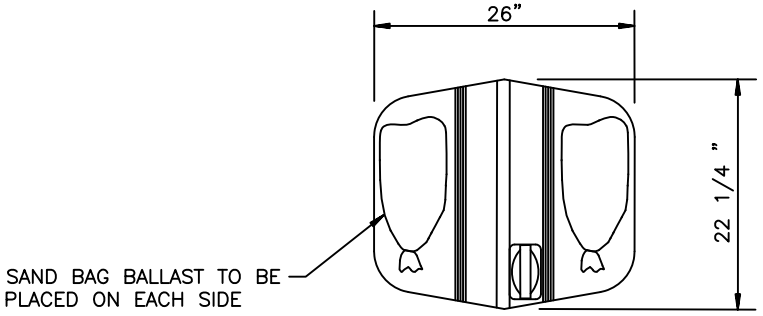
DETAIL NO. 203B	TOWN OF GILBERT STANDARD DETAIL	SCHOOL CROSSWALKS (MULTI LANE – 2 WAY)	12/13/2007	DETAIL NO. 203B





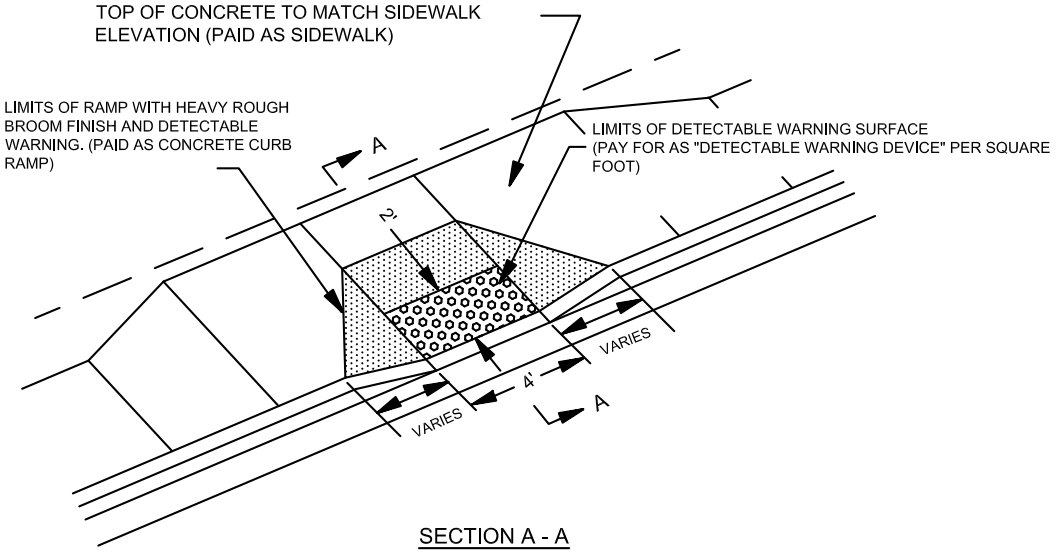


DETAIL A

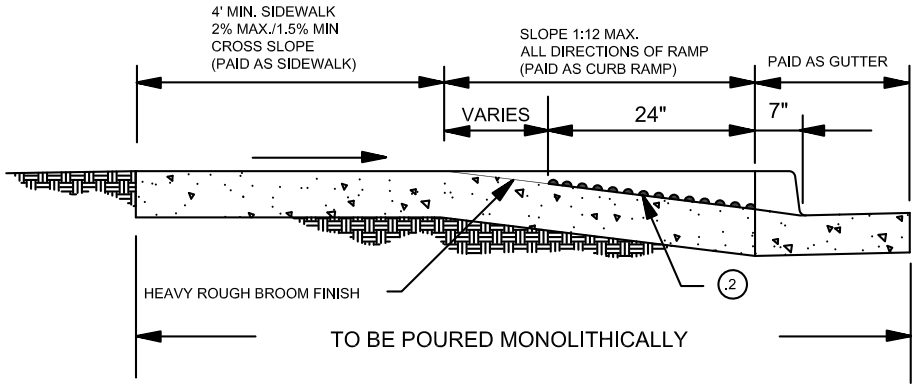


DETAIL B

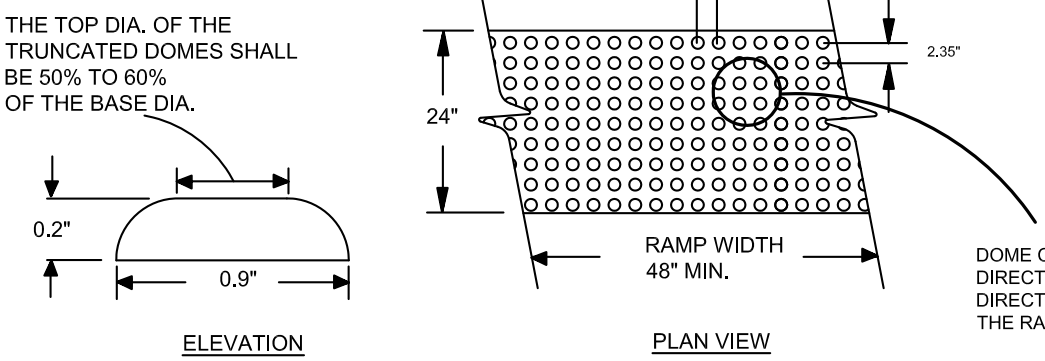
DETAIL NO. 204	TOWN OF GILBERT STANDARD DETAIL	TRAFFIC DRUM DETAILS	12/13/2007	DETAIL NO. 204



SECTION A - A



DOME DETECTABLE WARNING



ELEVATION

PLAN VIEW

NOTES

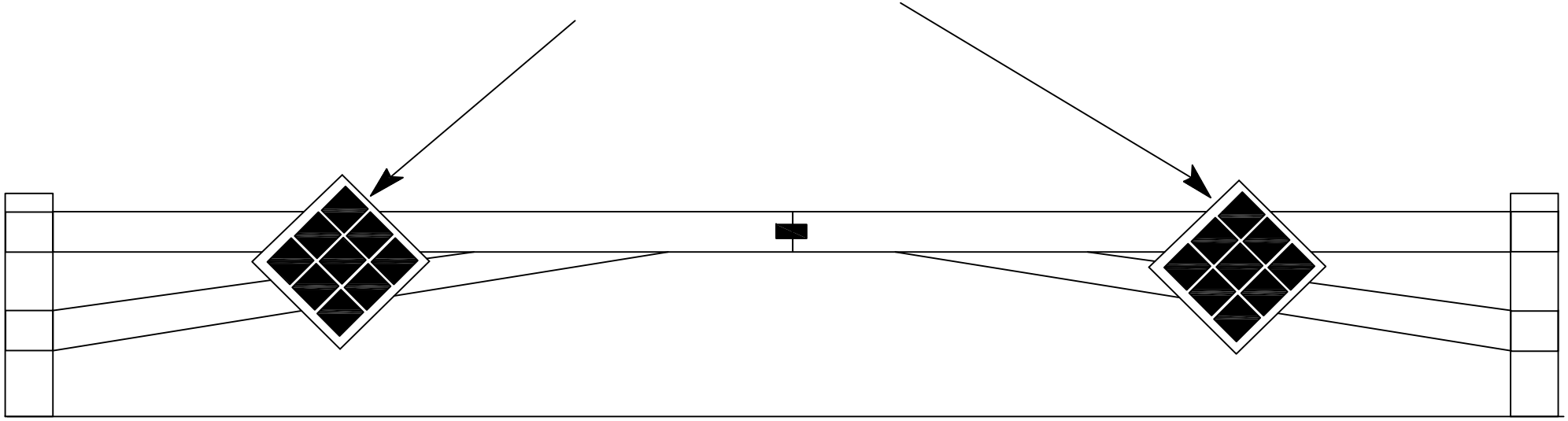
1. ALL RAMPS SHALL BE DIRECTIONAL TYPE RAMPS, T.O.G. DETAILS AND AS SHOWN ON PLANS.
2. ALL NEW CONSTRUCTION SHALL USE T.O.G. DETAIL 206 A AND B DETECTABLE WARNING PANEL DETAILS.
3. ON EXISTING RAMPS THAT ARE ADA COMPLIENT THAT NEED MAINTENANCE OR WARNING MAT INSTALLATION ONLY USE DETAIL 205. REFER TO NOTES LISTED BELOW FOR DETAIL 205.
4. DETECTABLE WARNING MATS SHALL CONSIST OF HEAT RESISTANT SOLID THERMOPLASTIC TRUNCATED DOMES MANUFACTURED BY FLINT TRADING OR AN APPROVED EQUAL. APPLIED ON A CLEAN HEAVY ROUGH BROOMED CONCRETE FINISH AND SHALL CONFORM TO THE DETAILS IN THE PLANS AND IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND INSTALLATION INSTRUCTIONS.
5. ALL DETECTABLE WARNING AREAS SHALL START AT BACK OF CURB, BE 24 INCHES IN DEPTH AND COVER THE COMPLETE WIDTH OF THE RAMP AREA 48 INCHES MIN.
6. A 70% MIN. VISUAL CONTRAST SHALL BE OBTAINED BY COLOR, (SAFETY YELLOW). THE COLOR SHALL BE AN INTEGRAL PART OF THE DETECTABLE WARNING MATERIAL.
7. THE HEAVY ROUGH BROOM FINISHED AND CLEAN CONCRETE UNDER THE DETECTABLE WARNING DEVICE AREA SHALL BE INCLUDED IN THE COST OF THE CONCRETE CURB RAMP. THE COST OF FURNISHING AND INSTALLING THE DETECTABLE WARNING DEVICE SHALL BE INCLUDED SEPERATELY AS "DETECTABLE WARNING DEVICE" PER SQUARE FOOT.

DOME CONFIGURATION SHALL BE A SQUARE GRID, EQUAL IN BOTH DIRECTIONS. DOMES SHALL BE ALIGNED IN THE DIRECTION OF PEDESTRIAN TRAVEL AND DIRECTED TOWARD THE RAMP ON THE OPPOSITE SIDE OF STREET.

NOT TO SCALE

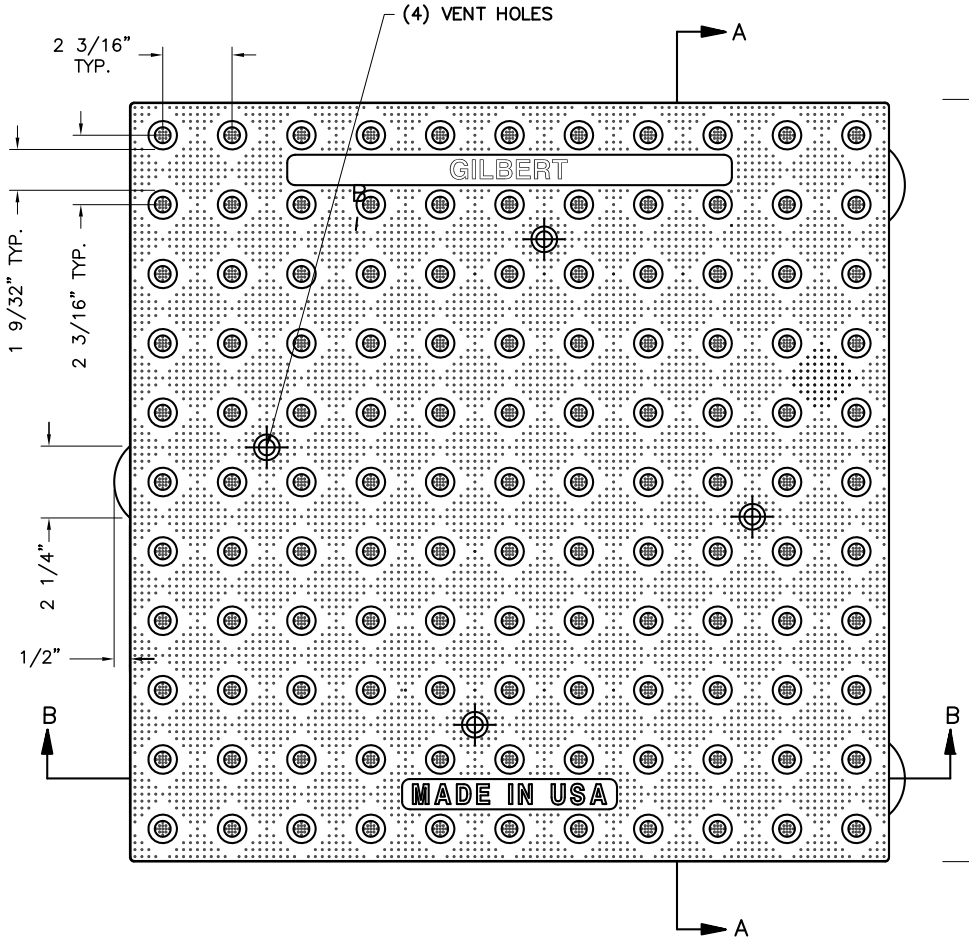
DETAIL NO. 205	TOWN OF GILBERT STANDARD DETAIL	DETECTABLE WARNING MAT EXISTING RAMPS	REVISED 5/28/2008	DETAIL NO. 205

END OF ROADWAY MARKER
(OM4–2) 18" X 18"

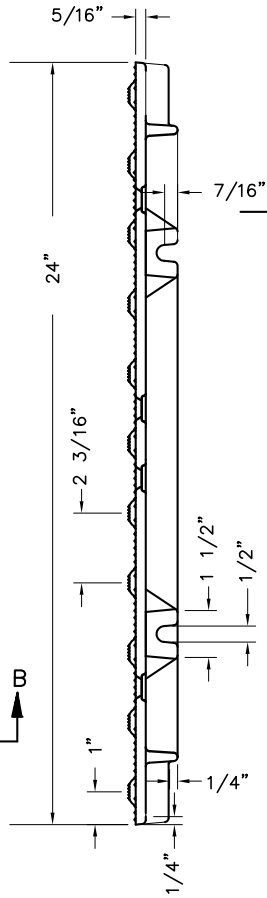


Crash Gate materials, Dimensions & Speciifcation Shall
Be pre–approved by the Town of Gilberts Engineering, Planning & Fire
Personel prior to installation.

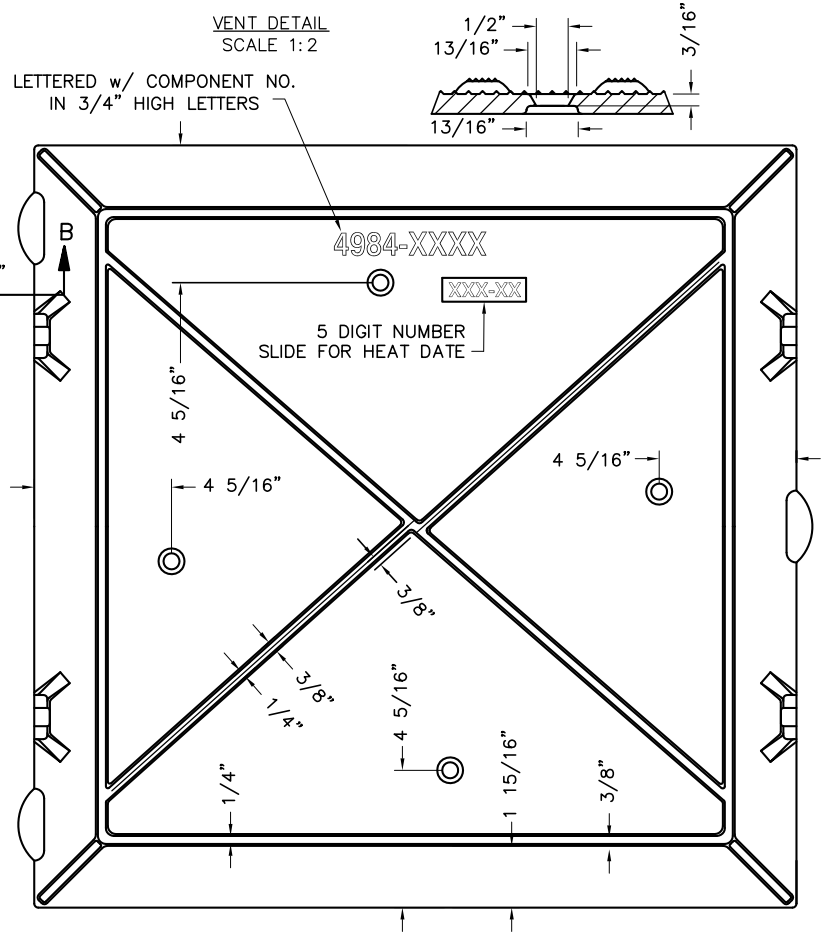
DETAIL NO. 206	TOWN OF GILBERT STANDARD DETAIL	CRASH GATE	REVISED	DETAIL NO. 206



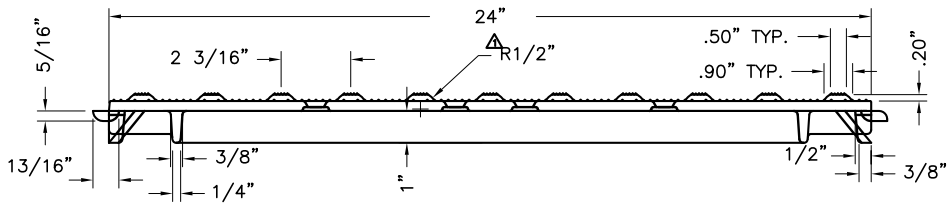
PLAN VIEW



SECTION B – B



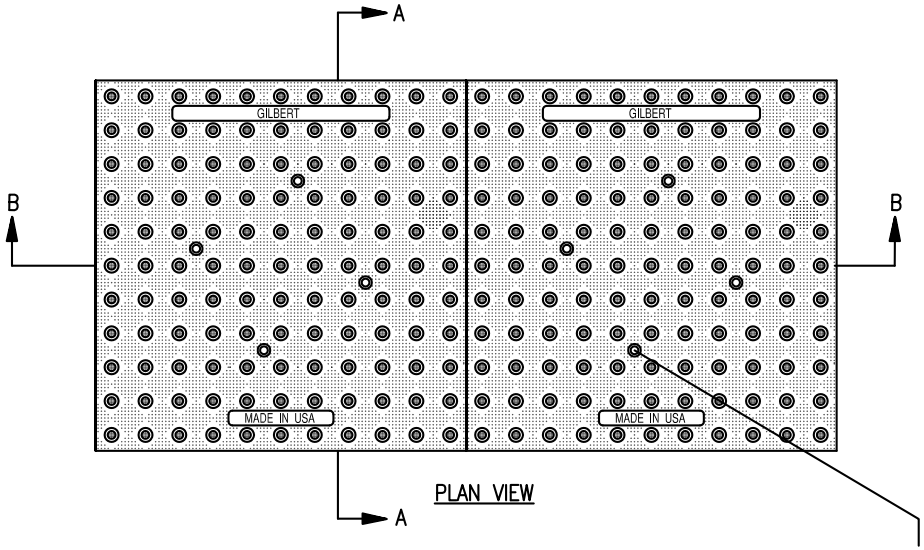
BACK VIEW



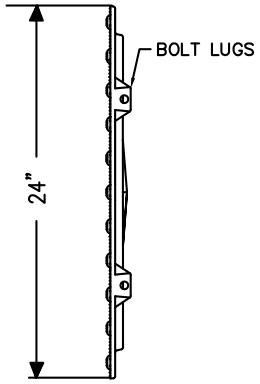
SECTION A – A

NOT TO SCALE

DETAIL NO. 206 A	TOWN OF GILBERT STANDARD DETAIL	DETECTABLE WARNING PANEL DETAIL - NEW RAMP	REVISED 5/28/2008	DETAIL NO. 206 A

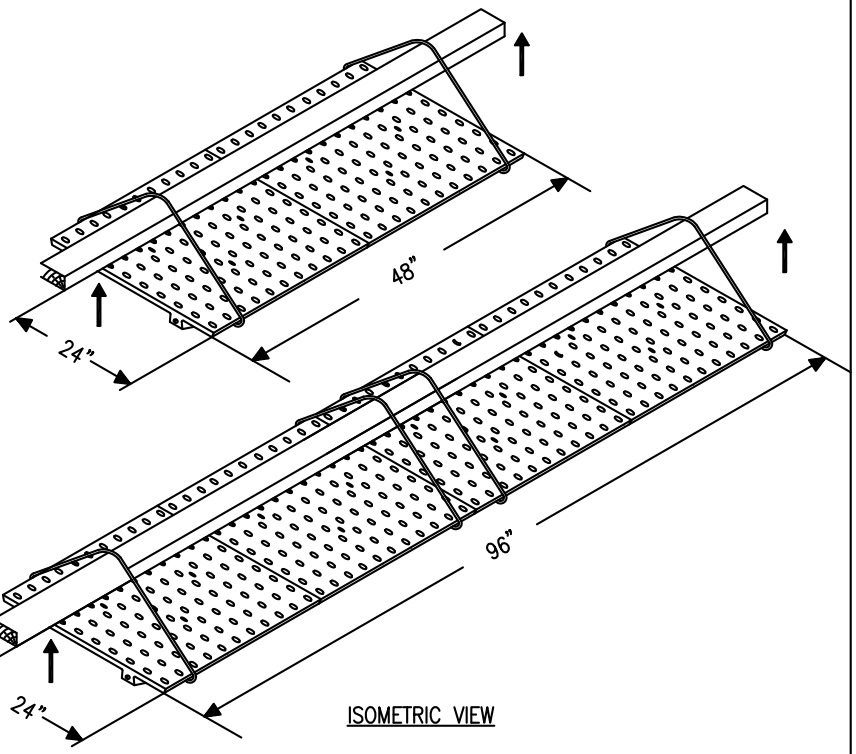


PLAN VIEW

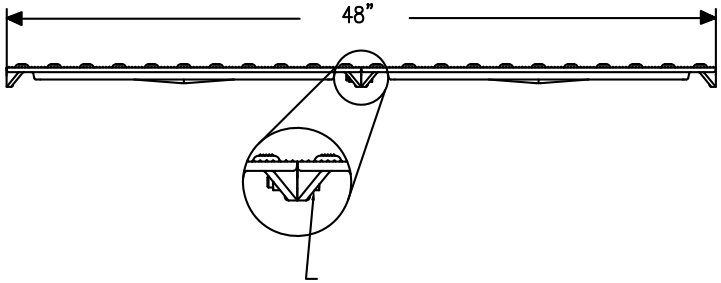


SECTION B – B

1/2" VENT HOLES
MAY BE USED WITH 3/8"
FLAT HEAD STNLS. STL.
CAPSCREWS AS ANCHORS

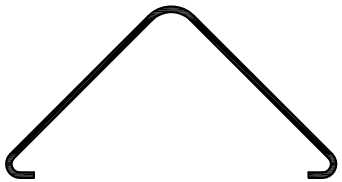


ISOMETRIC VIEW

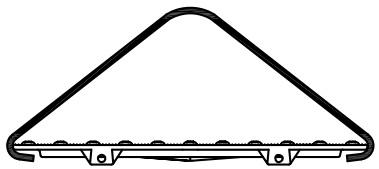


USE (2) 3/8" – 16 X 1 1/2" STEEL
HEX HEAD CAP SCREWS AND NUTS
FOR BOLTING (2) PANELS TOGETHER.

SECTION A – A



LIFTING WIRE



LIFTING WIRE AND DETECTABLE WARNING PANEL

NOTES

1. GILBERT LETTERING MUST BE SHOWN ON EACH 24"X24" SECTION AS SHOWN IN THE DRAWINGS.
2. DETECTABLE WARNING PANELS SHALL CONSIST OF THE APPROPRIATE CAST IRON GRADE MANUFACTURED BY NEENAH FOUNDRY COMPANY OR AN APPROVED EQUAL. APPLIED AS A WET SET APPLICATION. ALSO REFER TO MAG FOR BROOM FINISH AND SHALL CONFORM TO THE DETAILS IN THE PLANS AND IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND INSTALLATION INSTRUCTIONS.
3. THE HEAVY ROUGH BROOM FINISHED AND CLEAN CONCRETE UNDER THE DETECTABLE WARNING PANEL AREA SHALL BE INCLUDED IN THE COST OF THE CONCRETE CURB RAMP. THE COST OF FURNISHING AND INSTALLING THE DETECTABLE WARNING PANEL SHALL BE INCLUDED SEPERATELY AS "DETECTABLE WARNING PANEL" PER SQUARE FOOT.
4. BOLT DETECTABLE WARNING PANELS TOGETHER.
5. SLIDE LIFTING WIRES AROUND ASSEMBLY.
6. POUR CONCRETE RAMP AND WAIT FOR APPROPRIATE TIMING BEFORE COMPLETING STEP 7.
7. LIFT THE ASSEMBLY AND SET IT IN THE WET CONCRETE AT FINAL POSITION.
8. REMOVE THE LIFTING WIRES.
9. PRESS THE ASSEMBLY INTO THE WET CONCRETE TO THE FINAL ELEVATION.
10. FINISH THE CONCRETE AROUND THE ASSEMBLY.
11. AT ALL TIMES, KEEP WET CONCRETE OFF OF THE DETECTABLE WARNING PANEL SURFACE.
12. PLEASE CONTACT T.O.G. STREETS DEPARTMENT FOR ADDITIONAL QUESTIONS AT (480) 503-6400.

NOT TO SCALE

DETAIL NO. 206 B	TOWN OF GILBERT STANDARD DETAIL	DETECTABLE WARNING PANEL DETAIL - NEW RAMP	REVISED 5/28/2008	DETAIL NO. 206 B

TRAFFIC ENGINEERING STRIPING PLAN GENERAL NOTES

THE FOLLOWING NOTES ARE TO BE INCLUDED ON ALL PLANS SUBMITTED TO THE TOWN OF GILBERT THAT WILL REQUIRE TRAFFIC STRIPING

1. The CONTRACTOR installing striping within the Town's right-of-way will be required to obtain a striping installation permit 5 day's prior to any installation.

2. All pavement markings shall conform to the Arizona Department of Transportation Standard Drawings and Specifications unless otherwise specified in the latest edition of the Manual on Uniform Traffic Control Devices, the Town of Gilbert Standards and Details (latest edition), or as noted on the plans.

3. The CONTRACTOR shall spot mark the entire project before applying any paint. When the spotting is complete the CONTRACTOR shall contact the Traffic Engineering Section at 480-503-6186, to make arrangements for inspection prior to applying any paint (3 business days advance notice is required). The permanent marking plans may be modified as directed by the ENGINEER. The CONTRACTOR shall refer any questions concerning pavement markings to the Town of Gilbert Traffic Engineering Section.

4. Any pavement markings applied prior to field inspection by the Town of Gilbert Traffic Engineering Section shall be removed and re-striped at the CONTRACTOR'S expense.

5. All no passing zones shown are subject to change in the field by the ENGINEER. As a result, striping quantities could vary.

DETAIL NO. 300A	TOWN OF GILBERT STANDARD DETAIL	STRIPING GENERAL NOTES	REVISED 12/13/2007	DETAIL NO. 300A

TRAFFIC ENGINEERING STRIPING PLAN GENERAL NOTES

THE FOLLOWING NOTES ARE TO BE INCLUDED ON ALL PLANS SUBMITTED TO THE TOWN OF GILBERT THAT WILL REQUIRE TRAFFIC STRIPING.

1. **All striping will be applied initially in paint (to include all items specified to be applied in MIPPT).** The CONTRACTOR will be required to re-stripe the entire project 30 to 45 days after initial striping. **At this time** all transverse markings and holding bars will be re-striped using a Melt-In-Place Preformed Thermoplastic Tape or Extruded Thermoplastic and the remainder of the project in paint. All symbols on arterials are to be 3M 380 IES and all collector and residential to be 3M 270 ES or Melt-In-Place Preformed Thermoplastic Tape.

   All striping within 200 feet of a signalized intersection shall be applied in Extruded Thermoplastic.

   Painted pavement markings **shall** be placed on the pavement by a spray-type, **self propelled** pavement marking machine designed for application of paint and beads.

2. Raised pavement markers shall be installed on the new pavement. They shall be installed per ADOT Standard Detail No. M-19. They shall be non-adhesive with an abrasive resistant surface. They shall be secured to the pavement with a hot, flexible marker adhesive. All markers shall be installed so that the reflective face of each marker is facing the direction of traffic and is perpendicular to the direction of traffic flow.

3. Where raised pavement markers are placed along solid striping, the nearest edge of each marker shall be offset no less than 4 inches and no more than 6 inches from the nearest edge of the striping.

4. Turn lane arrows shall be installed per ADOT Standard Detail M-10 with the exception of the word marking "ONLY" **which will not be used**.

DETAIL NO. 300B	TOWN OF GILBERT STANDARD DETAIL	STRIPING GENERAL NOTES	REVISED 10/21/2008	DETAIL NO. 300B

TRAFFIC ENGINEERING STRIPING PLAN GENERAL NOTES

THE FOLLOWING NOTES ARE TO BE INCLUDED ON ALL PLANS SUBMITTED TO THE TOWN OF GILBERT THAT WILL REQUIRE TRAFFIC STRIPING

1. The dimensions shown to pavement stripes are to the center of the stripe or, in the case of a double stripe, to the center of the double stripe.

2. All permanent pavement lines parallel to the flow of traffic shall be installed at a minimum thickness of 15 mills and shall be placed in accordance with the Arizona Department of Transportation Section 708 - Permanent Pavement Markings.

3. All striping shall be a minimum width of 4 inches except where noted on the plans, or as noted below:

- All edge lines shall be 6" in width
- All holding bars shall be 8" in width
- All crosswalk lines shall be 12" in width
- All STOP bars shall be 18" in width

4. The pavement marking dimensions on any given set of plans may be schematic and not to scale, therefore the contractor shall follow all standard details that are noted on the plans when installing pavement markings.

5. When striping obliteration is necessary, it shall be accomplished by water blasting (other methods may be allowed with prior approval of the Towns Traffic Engineer). A sealant approved by the Town of Gilberts Traffic Engineer shall be provided and applied by the contractor to all areas of pavement marking obliteration. Applying paint over striping **DOES NOT** constitute stripe obliteration. **Striping obliteration may go beyond project limits so that the new striping will match existing. The Town of Gilberts traffic engineer may require the contractor to adjust signing and striping as necessary.**

DETAIL NO. 300C	TOWN OF GILBERT STANDARD DETAIL	STRIPING GENERAL NOTES	REVISED 12/13/07	DETAIL NO. 300C

TRAFFIC ENGINEERING STRIPING PLAN GENERAL NOTES

THE FOLLOWING NOTES ARE TO BE INCLUDED ON ALL PLANS SUBMITTED TO THE TOWN OF GILBERT THAT WILL REQUIRE TRAFFIC STRIPING

1. Median ends shall be marked in accordance with the Town of Gilbert Details 304A and 304B.

2. If necessary for smooth traffic flow, the CONTRACTOR may be required to add additional asphalt to accommodate traffic. The CONTRACTOR or DEVELOPER will be required to complete this at their expense.

3. Should field conditions change due to construction on adjacent pieces of roadway, the CONTRACTOR shall be responsible for notifying the Town of Gilbert Traffic Engineer at 480-503-6186 and will be required to submit for review, an updated striping plan 21 days prior to paving. The CONTRACTOR may be required to re-stripe, stripe, and design striping for adjacent portions of roadway that are affected by their construction. Any changes, additions, or deletions will be accomplished by the CONTRACTOR at their expense.

4. All signing and striping shall be installed within 5 days of completion of the final lift of asphalt or as required by the Engineer. Temporary traffic control may be required between final paving and completion of signing and striping.

5. The general contractor or subcontractor installing pavement markings within the Towns right-of-way are required to obtain a permit 5 days **PRIOR** to any installation. Permit applications can be obtained from Development Services located at 90 E. Civic Center Dr, Gilbert, AZ 85296, or by calling 480-503-6700.

DETAIL NO. 300D	TOWN OF GILBERT STANDARD DETAIL	STRIPING GENERAL NOTES	REVISED 12/13/07	DETAIL NO. 300D

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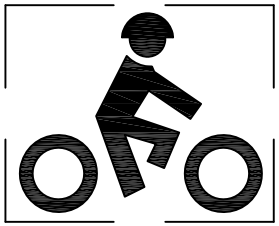
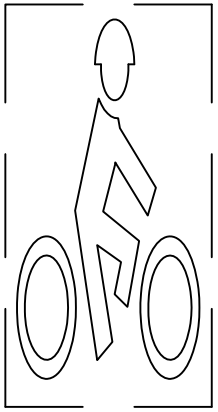
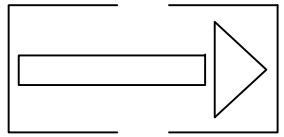


TRAIL



BIKE LANE

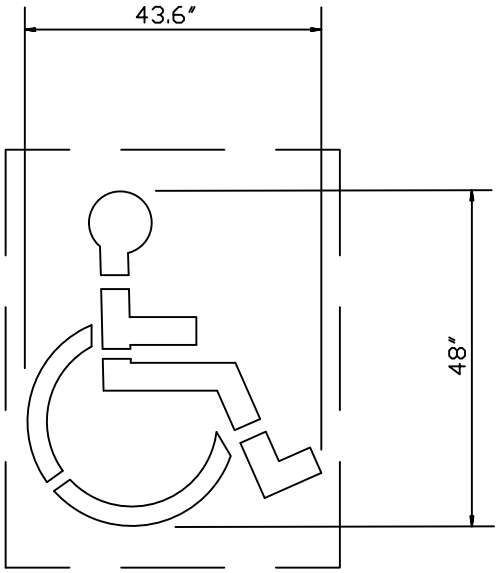


BIKE LANE ARROW

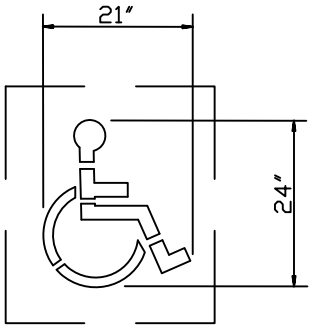
BIKE PAVEMENT MARKING STENCILS			
LEGEND OR IMAGE	IMAGE WIDTH & HEIGHT	STENCIL SIZE (SPRAY PAINT)	STENCIL SIZE (HOT PLASTIC)
STRAIGHT ARROW	60" X 21"		
BIKE TRAIL SYMBOL	52" X 42"	56" X 44"	60" X 48"
BIKE LANE SYMBOL	36" X 72"	44" X 86"	48" X 90"

* SEE BIKE LANE LAYOUT DETAIL

DETAIL NO. 301A	TOWN OF GILBERT STANDARD DETAIL	BIKE PAVEMENT MARKING STENCILS	REVISED 1/22/2009	DETAIL NO. 301A



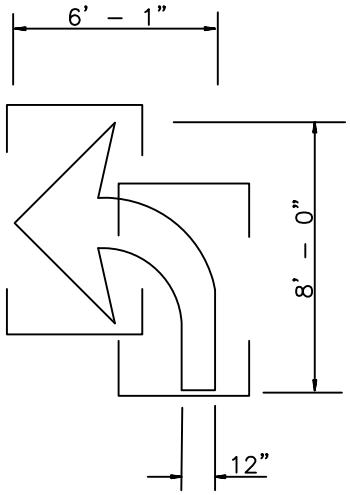
S-48H
HANDICAP PARKING SYMBOL

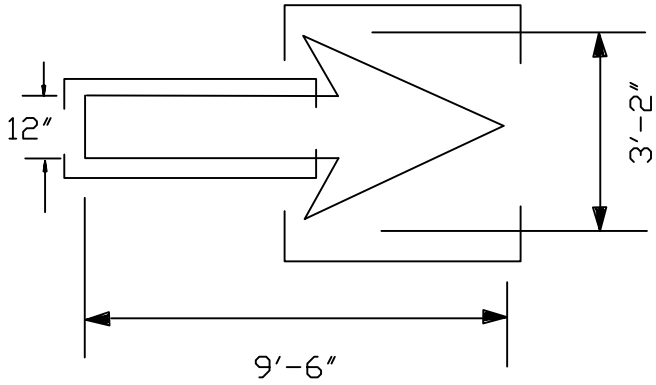


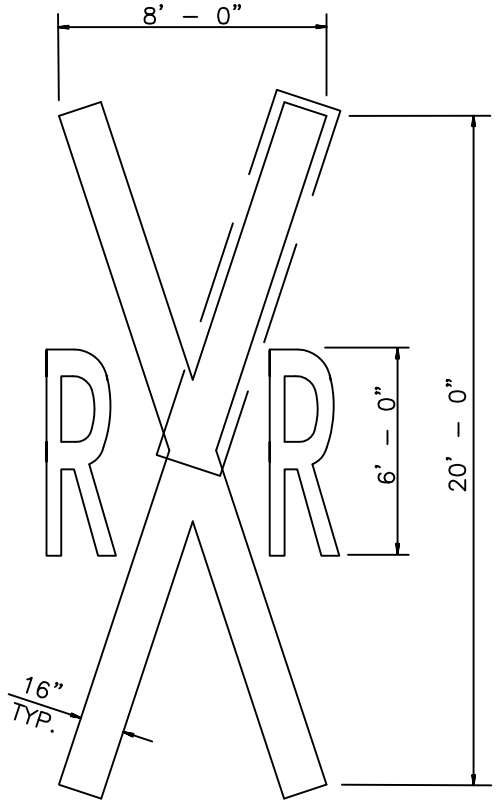
S-224H
HANDICAP PARKING SYMBOL

PAVEMENT MARKING STENCILS				
NO.	IMAGE	IMAGE WIDTH & HEIGHT	STENCIL SIZE (SPRAY PAINT)	STENCIL SIZE (HOT PLASTIC)
S-48HC	HANDICAP PARKING SYMBOL	43 1/2″ X 48″	44″ X 56″	48″ X 60″
S-24HC	HANDICAP PARKING SYMBOL	21″ X 24″	26″ X 30″	30″ X 34″

DETAIL NO. 301B	TOWN OF GILBERT STANDARD DETAIL	HANDICAP PARKING SYMBOLS	REVISED 1/22/2009	DETAIL NO. 301B



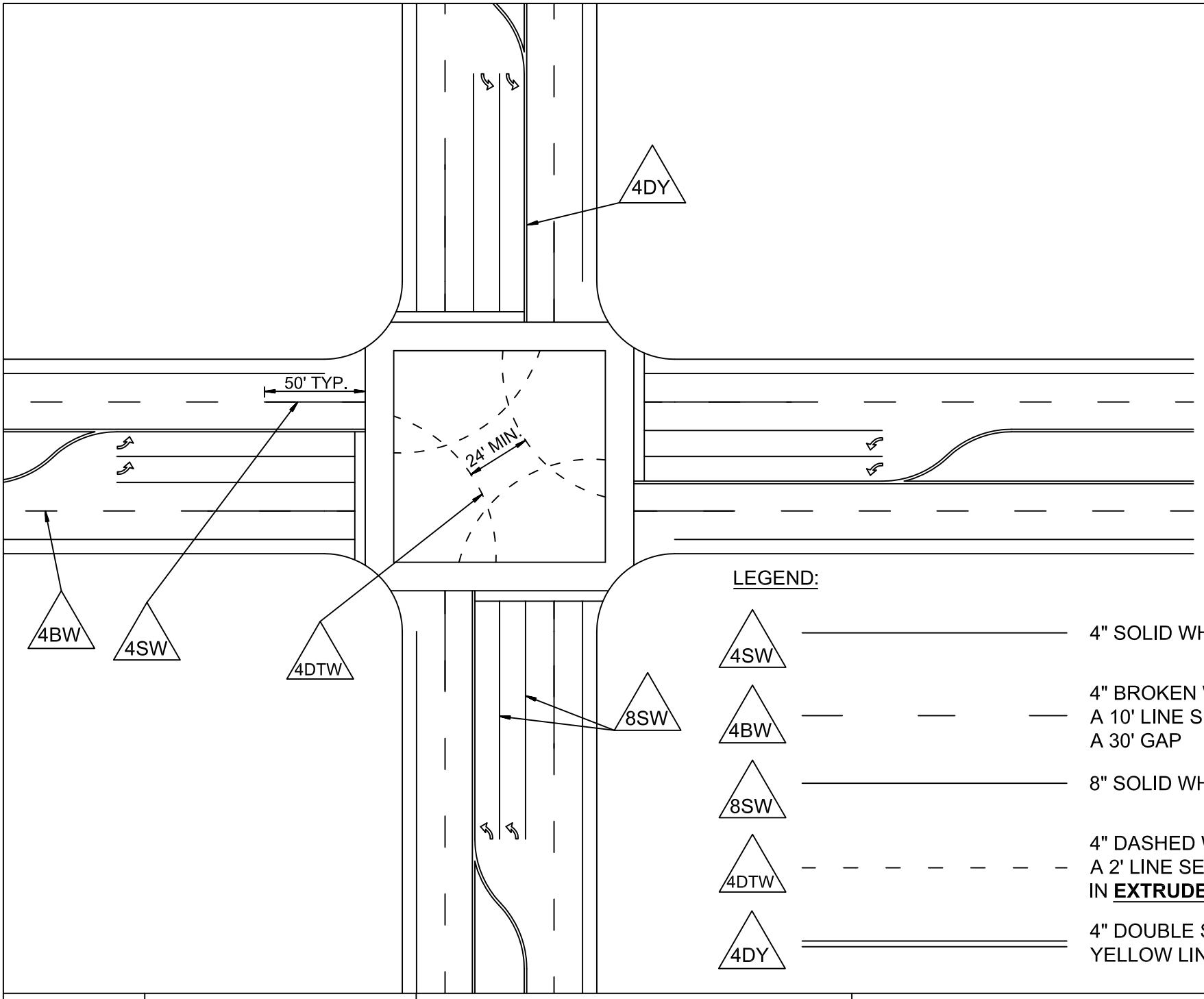




RAILROAD CROSSING SYMBOL

PAVEMENT MARKING STENCILS	
IMAGE	IMAGE WIDTH & HEIGHT
TYPE IV (L OR R) CURVED ARROW HEAD	SEE ILLUSTRATION
TYPE IV (L OR R) CURVED ARROW SHAFT	SEE ILLUSTRATION
STRAIGHT ARROW HEAD (TOP)	SEE ILLUSTRATION
STRAIGHT ARROW SHAFT	SEE ILLUSTRATION
RIALROAD CROSSING SYMBOL	SEE ILLUSTRATION

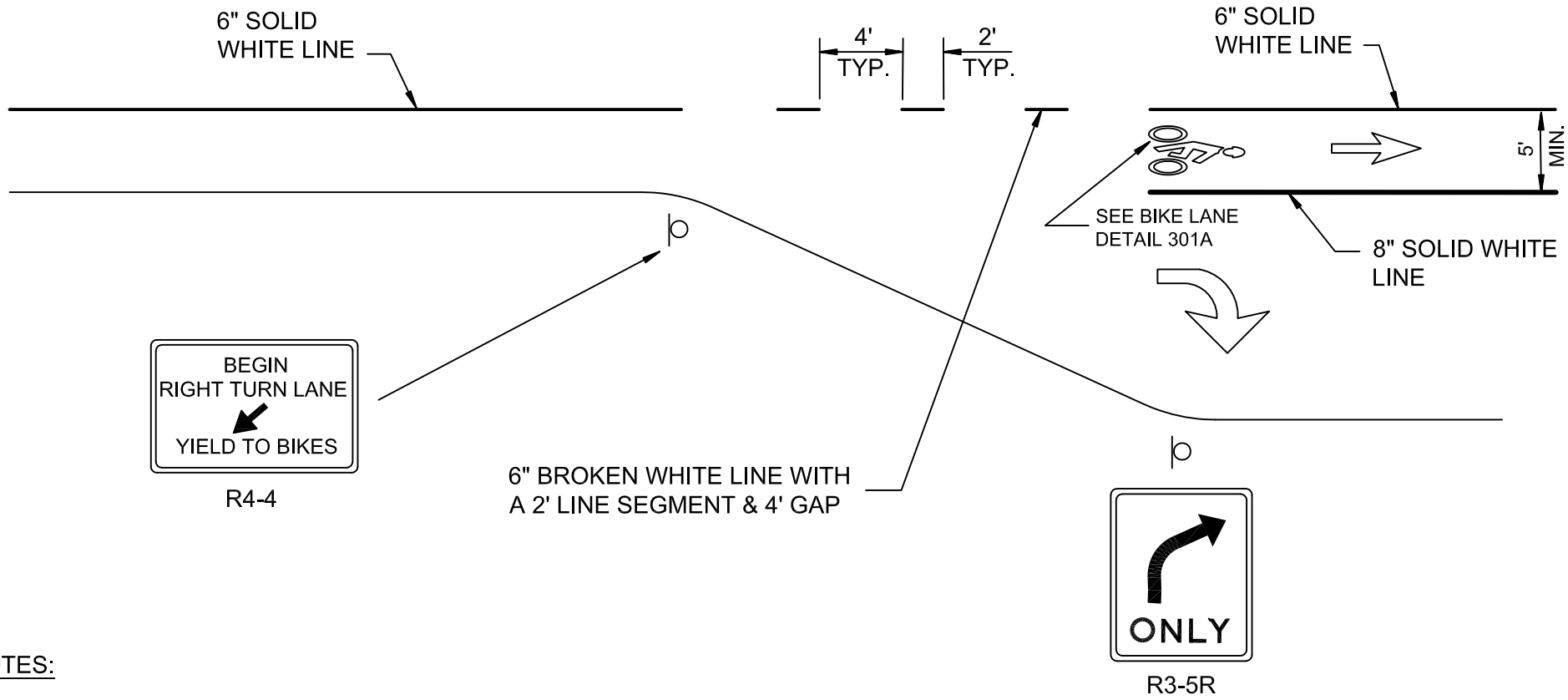
DETAIL NO. 301C	TOWN OF GILBERT STANDARD DETAIL	PAVEMENT MARKING STENCILS SYMBOLS	REVISED 1/22/2009	DETAIL NO. 301C



LEGEND:

4SW	4" SOLID WHITE LINE
4BW	4" BROKEN WHITE LINE WITH A 10' LINE SEGMENT AND A 30' GAP
8SW	8" SOLID WHITE LINE
4DTW	4" DASHED WHITE LINE WITH A 2' LINE SEGMENT AND A 4' GAP IN **EXTRUDED THERMOPLASTIC**.
4DY	4" DOUBLE SOLID YELLOW LINE

DETAIL NO. 302	TOWN OF GILBERT STANDARD DETAIL	PAVEMENT MARKING EXTENSIONS THROUGH INTERSECTIONS	REVISED 12/13/07	DETAIL NO. 302

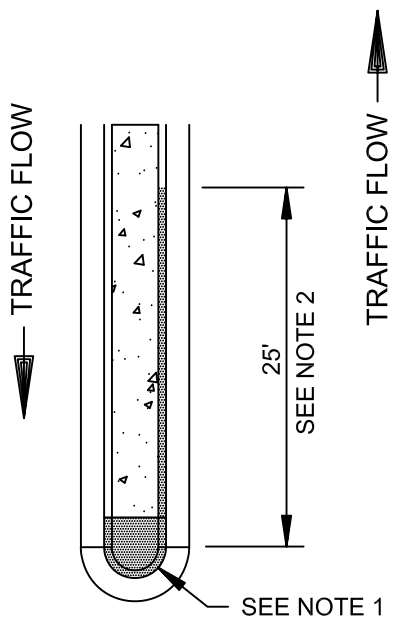


NOTES:

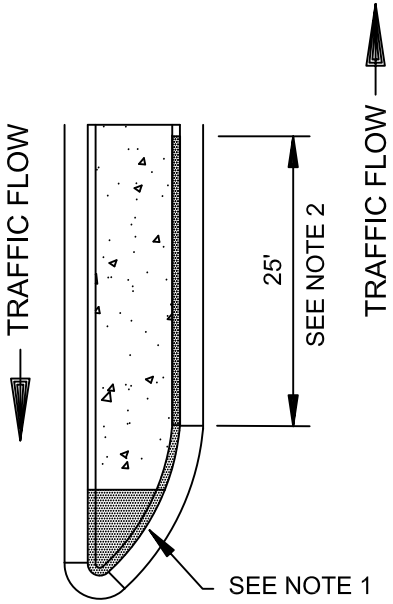
1. ALL BICYCLE FACILITY SIGNS AND PAVEMENT MARKINGS SHALL BE REVIEWED AND APPROVED BY THE TOWN OF GILBERT TRAFFIC ENGINEER OR HIS DESIGNATED REPRESENTATIVE PRIOR TO INSTALLATION.

2. PREFERENTIAL LANE SYMBOLS SHALL BE INSTALLED IMMEDIATELY AFTER EACH ROADWAY INTERSECTION AND ANY BREAKS IN THE BIKE LANE PER TOWN OF GILBERT DETAILS. PREFERENTIAL LANE SYMBOLS SHALL BE INSTALLED NO GREATER THAN 500' APART.

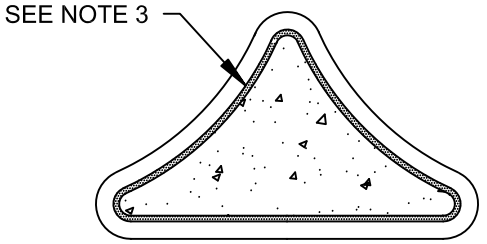
DETAIL NO. 303	TOWN OF GILBERT STANDARD DETAIL	BIKE LANE AT RIGHT TURN LANE	REVISED 5/13/2008	DETAIL NO. 303

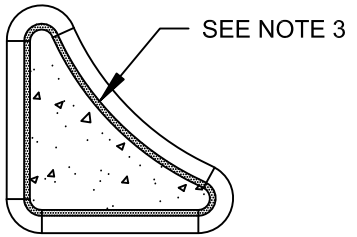


(FOR MEDIANS LESS THAN 6 FEET IN WIDTH)



(FOR MEDIANS OVER 6 FEET IN WIDTH)

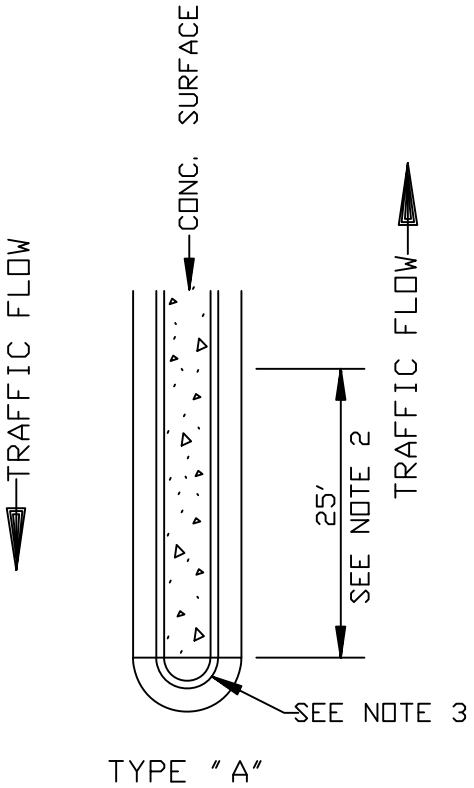




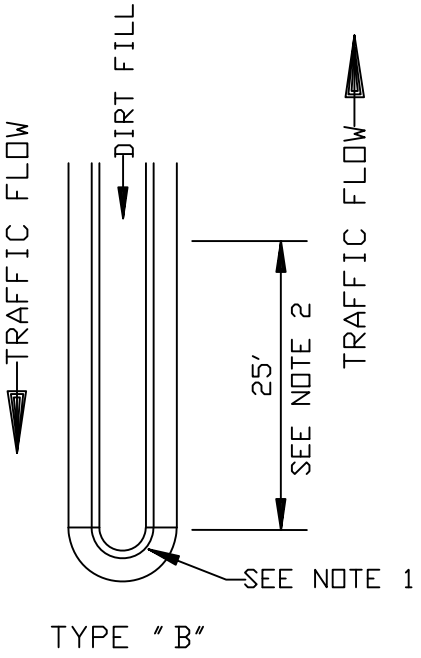
NOTES:

1. PAINT TOP AND VERTICAL FACE OF CURB. SEE MAG DETAIL 223.
2. PAINT TOP AND VERTICAL FACE OF CURB FOR THE DISTANCE SHOWN.
3. PAINT TOP AND VERTICAL FACE OF CURB WHITE ON ALL SIDES OF ISLAND.

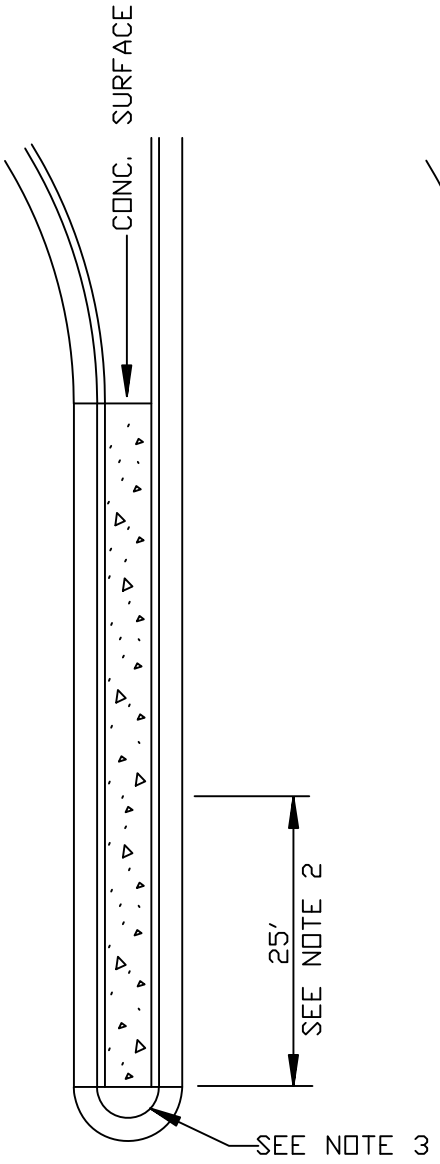
DETAIL NO. 304	TOWN OF GILBERT STANDARD DETAIL	CURB MARKINGS FOR RAISED MEDIANS	REVISED 5/13/2008	DETAIL NO. 304



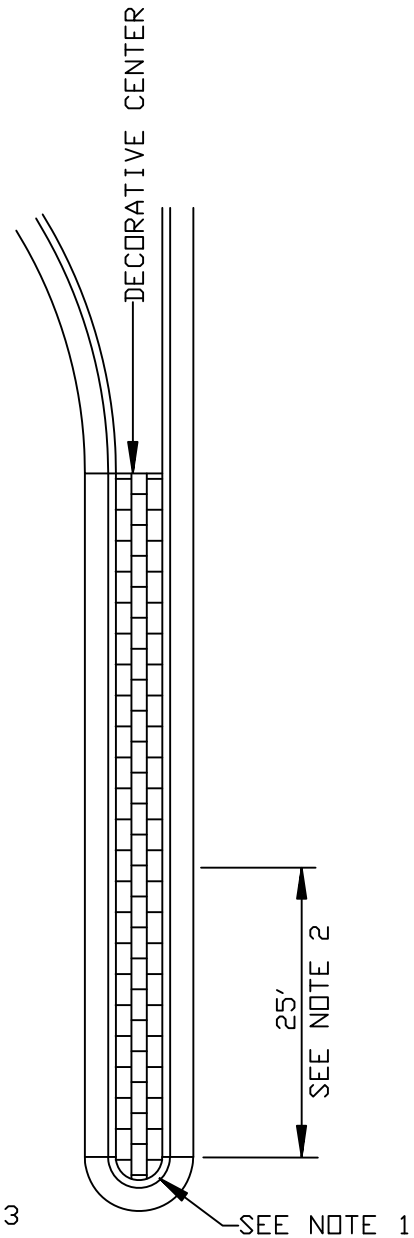
TYPE "A"



TYPE "B"



TYPE "C"



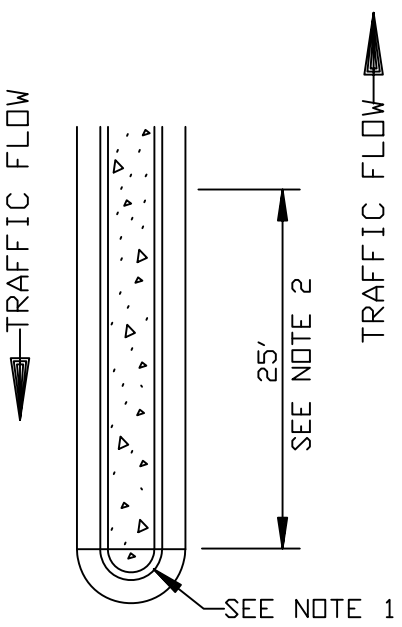
TYPE "D"

(FOR MEDIANS 6 FEET AND UNDER IN WIDTH)

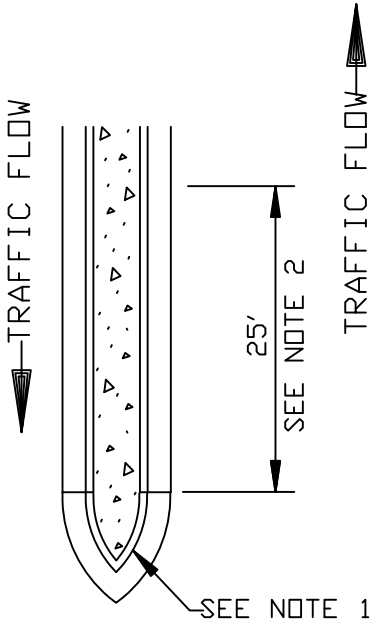
NOTES:

1. PAINT TOP AND VERTICAL FACE OF CURB.
2. PAINT TOP AND VERTICAL FACE OF CURB FOR THE DISTANCE SHOWN.
3. PAINT VERTICAL FACE, TOP OF CURB AND TOP OF MEDIAN FROM THE NOSE OF THE MEDIAN BACK TO THE RADIUS OF THE NOSE SECTION.

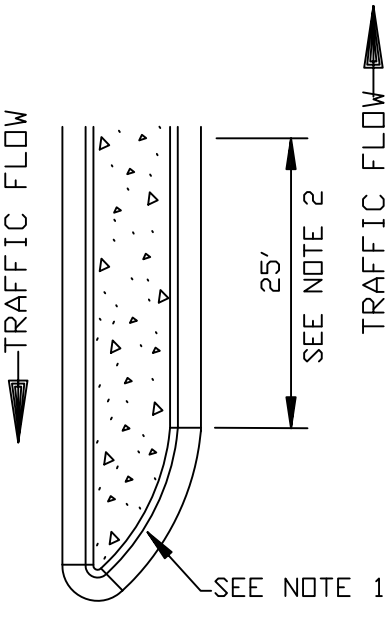
DETAIL NO. 304A	TOWN OF GILBERT STANDARD DETAIL	CURB MARKINGS FOR RAISED MEDIANS	12/13/2007	DETAIL NO. 304A



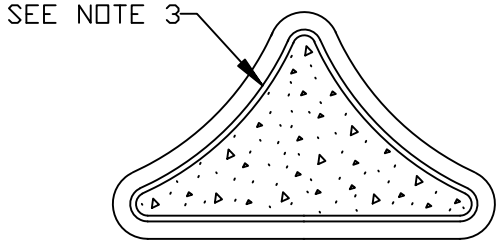
TYPE "A"



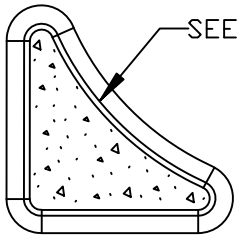
TYPE "B"



TYPE "C"



TYPE "D"



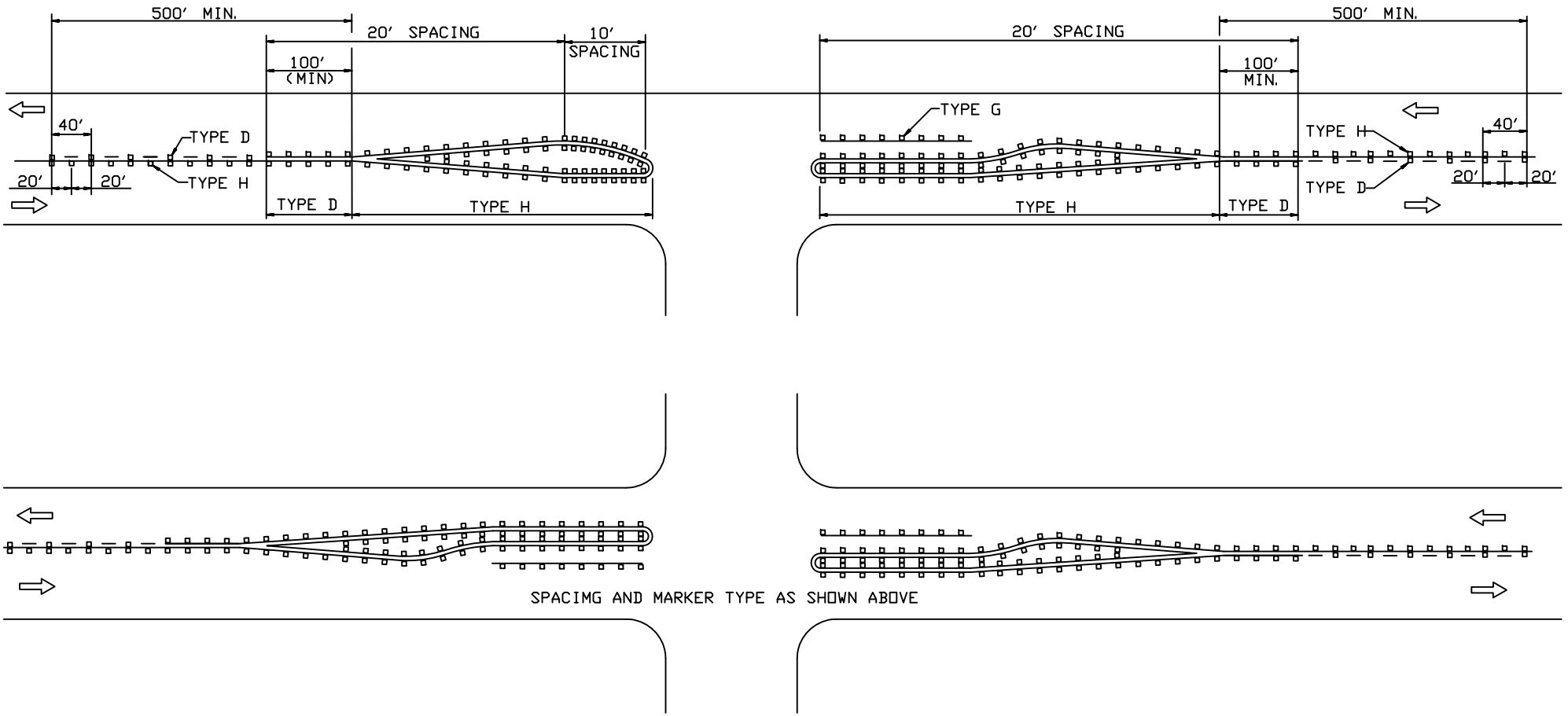
TYPE "E"

(FOR MEDIANS OVER 6 FEET IN WIDTH)

NOTES:

1. PAINT TOP AND VERTICAL FACE OF CURB.
2. PAINT TOP AND VERTICAL FACE OF CURB FOR THE DISTANCE SHOWN.
3. PAINT TOP AND VERTICAL FACE OF CURB WHITE ON ALL SIDES OF ISLAND FOR TYPE 'D' AND 'E'.

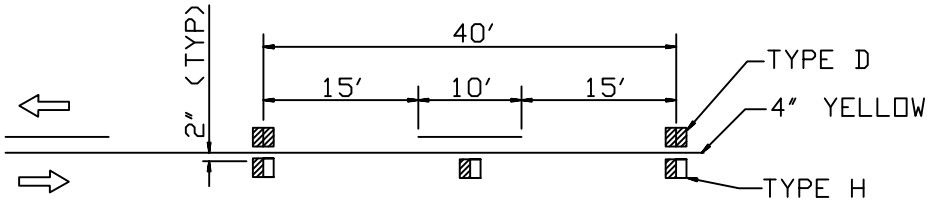
DETAIL NO. 304B	TOWN OF GILBERT STANDARD DETAIL	CURB MARKINGS FOR RAISED MEDIANS & ISLANDS	12/13/2007	DETAIL NO. 304B



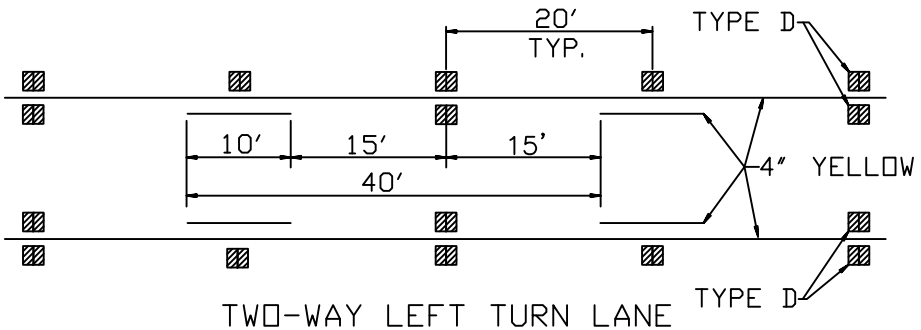
NOTES:

1. MARKERS ON REVERSE CURVE AND NOSE SHALL BE ORIENTED TOWARD APPROACHING HEADLIGHTS.
2. PAVEMENT MARKERS SHALL EXTEND 500' BEYOND END OF TAPER.
3. PLACE REFLECTIVE MARKERS MIDWAY BETWEEN BROKEN YELLOW CENTERLINE STRIPES.
4. PLACE TYPE G MARKERS WITH REFLECTIVE SIDE FACING TRAFFIC.
5. RAISED PAVEMENT MARKERS MAY BE INSTALLED TO SUPPLEMENT OR REPLACE PAINTED LINES ON THE APPROVAL OF THE TRAFFIC ENGINEER.

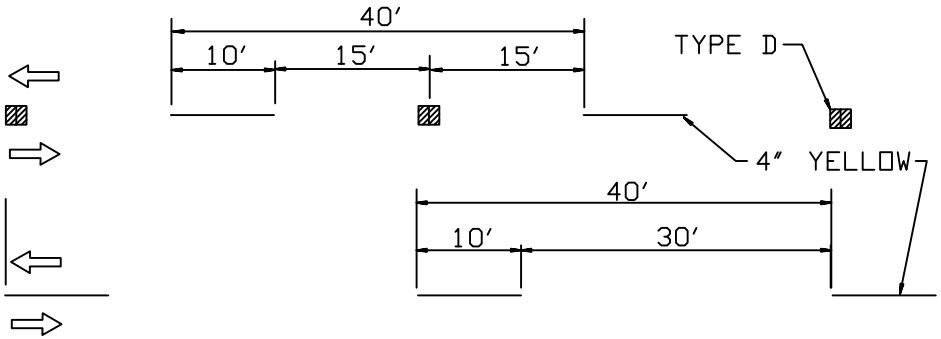
DETAIL NO. 305A	TOWN OF GILBERT STANDARD DETAIL	TYPICAL INSTALLATION OF RAISED PAVEMENT MARKERS	12/13/2007	DETAIL NO. 305A



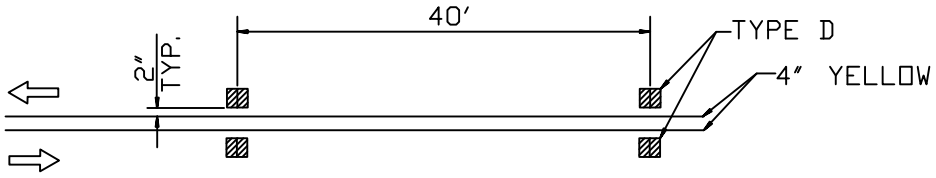
DOUBLE CENTER LINES
NO PASSING - ONE DIRECTION



TWO-WAY LEFT TURN LANE



SINGLE CENTER LINE
PASSING ALLOWED - BOTH DIRECTIONS



DOUBLE CENTER LINE
NO PASSING - BOTH DIRECTIONS

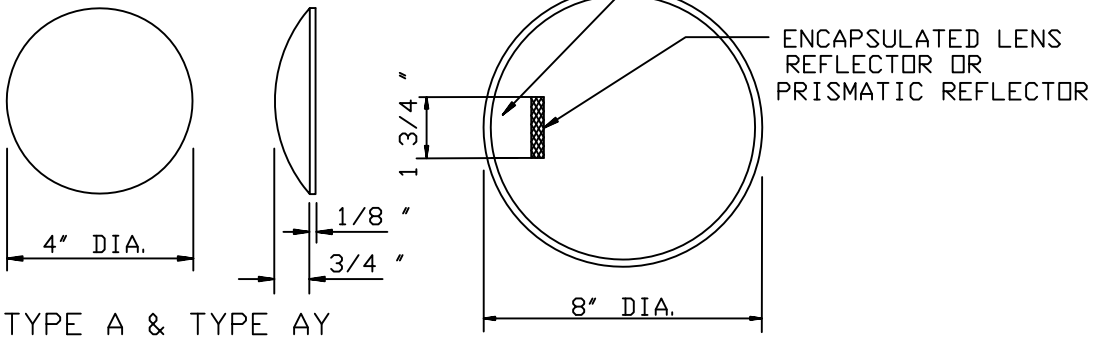
RAISED PAVEMENT MARKER TYPES	LEGEND
TYPE A WHITE (NON-REFLECTIVE	
TYPE AY YELLOW (NON-REFLECTIVE	
TYPE C CLEAR/RED (REFLECTIVE)	
TYPE D YELLOW, TWO-WAY (REFLECTIVE)	
TYPE G CLEAR, ONE-WAY (REFLECTIVE)	
TYPE H YELLOW, ONE-WAY (REFLECTIVE)	
TYPE J WHITE, DAGMAR (REFLECTIVE)	
TYPE JY YELLOW, DAGMAR (REFLECTIVE)	
TYPE K WHITE, JIGGLE BARS	
TYPE KY YELLOW, JIGGLE BARS	

CENTER LINES

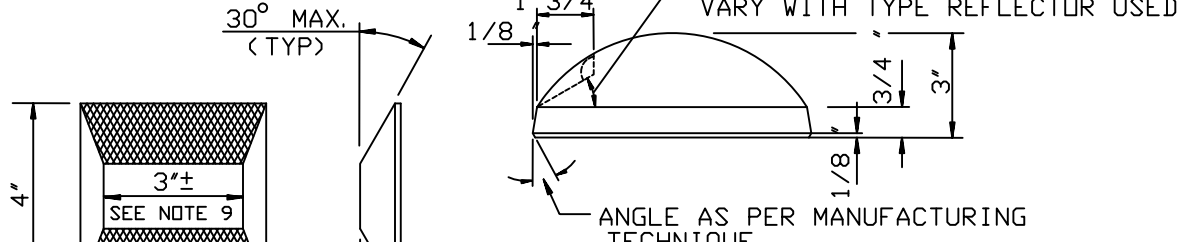
NOTES:

1. RAISED PAVEMENT MARKERS SHALL NOT BE USED FOR RIGHT PAVEMENT EDGE LINE.
2. NORMALLY, RAISED PAVEMENT MARKERS FOR THE LEFT EDGE STRIPE SHOULD NOT BE USED.
3. EDGE LINES ARE NOT NORMALLY REQUIRED NEXT TO VERTICAL CURBS.
4. RAISED PAVEMENT MARKERS SHALL BE PLACED SO THAT THE REFLECTIVE FACE OF THE MARKER IS FACING AND PERPENDICULAR TO TRAFFIC.

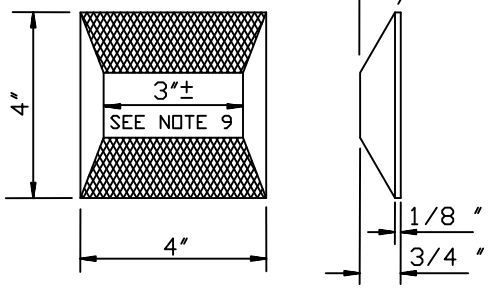
DETAIL NO. 305B	TOWN OF GILBERT STANDARD DETAIL	PAVEMENT MARKING DETAILS	12/13/2007	DETAIL NO. 305B



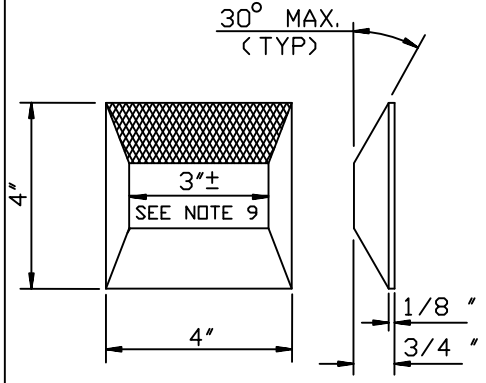
TYPE A & TYPE AY
RAISED PAVEMENT MARKER



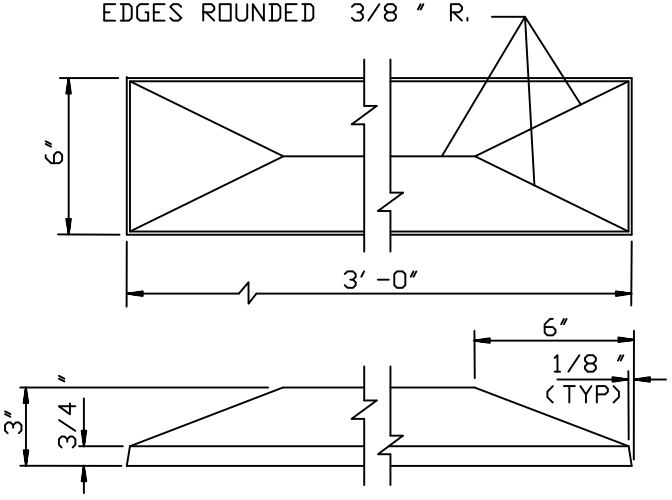
TYPE J & TYPE JY
DAGMAR



TYPE C & TYPE D
RAISED PAVEMENT MARKER



TYPE G & TYPE H
RAISED PAVEMENT MARKER



TYPE K & TYPE KY
JIGGLE BAR

NOTES:

1. TYPE A RAISED PAVEMENT MARKERS ARE WHITE AND NON-REFLECTIVE. TYPE AY RAISED PAVEMENT MARKERS ARE YELLOW AND NON-REFLECTIVE.
2. TYPE J DAGMARS ARE WHITE AND REFLECTORIZED. TYPE JY DAGMARS ARE YELLOW AND REFLECTORIZED. ENCAPSULATED LENS REFLECTORS SHALL BE USED FOR TYPE J AND JY DAGMARS. SUCH REFLECTORS SHALL NOT EXTEND BEYOND THE CROWN SURFACE.
3. TYPE A AND AY RAISED PAVEMENT MARKERS AND J AND JY DAGMARS CONSIST OF A HEAT-FIRED VITREOUS CERAMIC BASE AND A HEAT-FIRED, OPAQUE, GLAZED SURFACE.
4. THE FOLLOWING RAISED PAVEMENT MARKERS ARE REFLECTORIZED AND INTENDED FOR USE WITH TWO-WAY TRAFFIC:
   COLOR --- TYPE D - YELLOW BOTH SIDES
5. THE FOLLOWING RAISED PAVEMENT MARKERS ARE REFLECTORIZED AND INTENDED FOR USE WITH ONE-WAY TRAFFIC:
   COLOR
   TYPE C - WHITE ONE SIDE, RED ONE SIDE
   TYPE G - WHITE
   TYPE H - YELLOW
6. TYPE C, D, G AND H RAISED PAVEMENT MARKERS SHALL CONSIST OF A PLASTIC SHELLFILLED WITH A MIXTURE OF AN ENERT THERMO SETTING COMPOUND AND FILLER MATERIALS. THE EXTERIOR SURFACE OF THE SHALL BE SMOOTH. THE SHELL SHALL CONTAIN ONE OR TWO PRISMASTIC REFLECTOR FACES, AS REQUIRED, OF THE COLOR SPECIFIED.
7. TYPE K JIGGLE BARS ARE WHITE AND REFLECTORIZED. TYPE KY JIGGLE BARS ARE YELLOW AND REFLECTORIZED. JIGGLE BARS MAY CONSIST OF A HEAT-FIRED VITREOUS CERAMIC BASE OR A CLASS B CONCRETE MIX FOR MINOR STRUCTURES. THE COLOR OF JIGGLE BARS SHALL BE ACCOMPLISHED BY PAINTING ALL UPPER SURFACES WITH TRAFFIC PAINT. REFLECTORIZATION SHALL BE ACCOMPLISHED BY DROPPING GLASS BEADS INTO THE WET TRAFFIC PAINT. TRAFFIC PAINT, GLASS BEADS AND METHODS OF APPLICATION SHALL BE AS DESCRIBED IN THE CURRENT EDITION OF THE TOWN OF GILBERT'S TRAFFIC ENGINEERING SPECIFICATIONS.
8. ALL DIMENSIONS ARE NOMINAL, EXCEPT AS OTHERWISE NOTED.
9. THE REFLECTORIZED RAISED PAVEMENT MARKER ILLUSTRATED IS THE SQUARE SHOULDER TYPE. THE ROUND SHOULDER TYPE IS AN ACCEPTABLE ALTERNATE.

DETAIL NO. 306	TOWN OF GILBERT STANDARD DETAIL	RAISED PAVEMENT MARKER DETAILS	12/13/2007	DETAIL NO. 306

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4BY	4" BROKEN YELLOW LINE WITH A 10' LINE SEGMENT AND A 30' GAP	24SY	24" SOLID YELLOW LINE
4SY	4" SOLID YELLOW LINE	4BY40	4" BROKEN YELLOW LINE WITH A 10' LINE SEGMENT AND A 30' GAP WITH TYPE 'D' RPM'S @ 40' SPACING
4SBY	4" DOUBLE YELLOW LINE ONE SOLID, ONE BROKEN WITH A 10' LINE SEGMENT AND A 30' GAP	4SY40	4" SOLID YELLOW LINE WITH TYPE 'D' RPM'S @ 40' SPACING
4DY	4" SOLID DOUBLE YELLOW LINE	4SY80	4" SOLID YELLOW LINE WITH TYPE 'G' RPM'S @ 80' SPACING
4DTY	4" DASHED YELLOW LINE WITH A 2' LINE SEGMENT AND A 4' GAP	4SBYM	4" DOUBLE YELLOW LINE, ONE SOLID, ONE BROKEN WITH A 10 LINE SEGMENT AND A 30' GAP, WITH TYPE 'H' RPM'S @ A 20' SPACING (SOLID), TYPE 'D' RPM'S @ A 40' SPACING (BROKEN)
12SY	12" SOLID YELLOW LINE	8SW40	4" SOLID DOUBLE YELLOW LINE WITH TYPE 'D' RPM'S @ 20' SPACING
18SY	18" SOLID YELLOW LINE	4DY40	4" SOLID DOUBLE YELLOW LINE WITH TYPE 'D' RPM'S @ 40' SPACING

DETAIL NO. 307A	TOWN OF GILBERT STANDARD DETAIL	YELLOW LINE PLAN SYMBOLS	12/13/2007	DETAIL NO. 307A

4BW

4" BROKEN WHITE LINE
WITH A 10' LINE SEGMENT
AND A 30' GAP

4SW

4" SOLID WHITE LINE

4DTW

4" DASHED WHITE LINE
WITH A 2' LINE SEGMENT
AND A 4' GAP

8SW

8" SOLID WHITE LINE

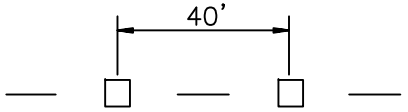
12SW

12" SOLID WHITE LINE

24SW

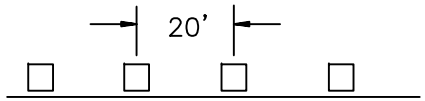
24" SOLID WHITE LINE

4BW40



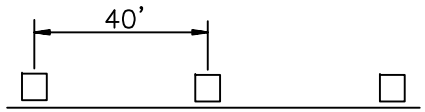
4" BROKEN WHITE LINE
WITH A 10' LINE SEGMENT
AND A 30' GAP WITH
TYPE 'G' RPM'S @
40' SPACING

4SW20



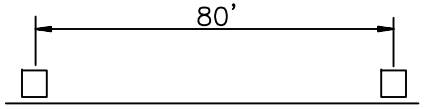
4" SOLID WHITE LINE
WITH TYPE 'G' RPM'S @
20' SPACING

4SW40



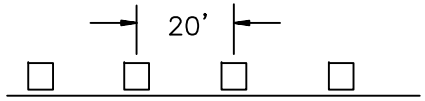
4" SOLID WHITE LINE
WITH TYPE 'G' RPM'S @
40' SPACING

4SW80



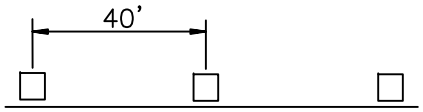
4" SOLID WHITE LINE
WITH TYPE 'G' RPM'S @
80' SPACING

8SW20



4" SOLID WHITE LINE
WITH TYPE 'G' RPM'S @
20' SPACING

8SW40



8" SOLID WHITE LINE
WITH TYPE 'G' RPM'S @
40' SPACING

DETAIL NO. 307B	TOWN OF GILBERT STANDARD DETAIL	WHITE LINE PLAN SYMBOLS	12/13/2007	DETAIL NO. 307B

ASPHALT STAMPING GENERAL NOTES:

1. THE CONTRACTOR PERFORMING THIS WORK SHALL BE A LEVEL TWO STREET PRINT APPLICATOR AS LICENSED BY INTEGRATED PAVING CONCEPTS INC., AND SHALL HAVE A FOREMAN, SUPERVISOR, OR LEAD HAND ON SITE THAT HAS SUCCESSFULLY COMPLETED A STREET PRINT LEVEL TWO ACCREDITATION PROGRAM.

2. THE CONTRACTOR PERFORMING THIS WORK SHALL HAVE COMPILED A MINIMUM YEARLY ALLOWANCE OF 50,000 SQUARE FEET IN THREE OR MORE PROJECTS AND TRAINING AS WELL AS QUALITY EXPECTATIONS DESIGNATED BY INTEGRATED PAVING CONCEPTS, INC. WITHIN ONE YEAR OF BID DATE IN THE STATE OF ARIZONA. THE CONTRACTOR SHALL FURNISH EVIDENCE OF APPLICATOR CERTIFICATION TO THE TOWN INSPECTOR OR DESIGNEE.

3. THE CONTRACTOR SHALL SUBMIT THE MANUFACTURER'S PRODUCT AND TECHNICAL DATA FOR ALL MATERIALS BEING INSTALLED FOR APPROVAL TO THE TOWN INSPECTOR OR DESIGNEE.

4. THE CONTRACTOR SHALL SUBMIT A SAMPLE OF THE STAMPED ASPHALT MATERIAL PRIOR TO INSTALLATION FOR APPROVAL BY THE TOWN INSPECTOR OR DESIGNEE.

5. ALL ROADWAY CONSTRUCTION MATERIALS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF MAG SECTION 321 AND THE PROJECT PLANS AND SPECIFICATIONS.

6. ALL CONSTRUCTION MATERIALS SHALL BE TRANSPORTED TO THE JOB SITE IN CLEAN TRUCKS AND IN A MANNER TO PREVENT SEGREGATION OF MATERIALS OR INCLUSION OF FOREIGN SUBSTANCES.

7. THE AGGREGATE BASE COURSE SHALL BE CLEAN, WELL-GRADED SAND AND GRAVEL COMPACTED AND PLACED PER MAG SECTION 321.5.1 AND THE PROJECT PLANS AND SPECIFICATIONS.

8. FOR RAISED MEDIANS, THE SURFACE COURSE SHALL BE AT LEAST 2-1/2" OF R12.5 ASPHALT AT 95% COMPACTION MINIMUM. IN ADDITION, THE SUBGRADE SHALL BE 4" ABC AT 95% COMPACTION MINIMUM. THE ABC SHALL CONFORM TO MAG SECTION 702.

9. DURING TRANSPORT, THE HOT-MIX ASPHALTIC CONCRETE SHALL HAVE A MINIMUM TEMPERATURE OF 285°F AND MAXIMUM TEMPERATURE OF 350°F.

10. THE HOT-MIX ASPHALTIC CONCRETE SHALL BE PLACED PER THE PROJECT PLANS AND SPECIFICATIONS. THE HOT-MIX ASPHALTIC CONCRETE SHALL BE PLACED ON A DRY BASE COURSE AND WHEN THE AMBIENT TEMPERATURE IN THE SHADE IS 45°F AND RISING. THE HOT-MIX ASPHALTIC CONCRETE SHALL NOT BE PLACED WHEN WEATHER IS FOGGY, RAINY, OR WHEN THE BASE COURSE IS WET OR FROZEN.

11. AFTER APPLICATION AND COMPACTION OF ASPHALTIC CONCRETE, WHILE IT IS STILL HOT, TEMPLATES SHALL BE POSITIONED ON THE SURFACE IN REQUIRED ORIENTATION. TEMPLATES SHALL BE SET IN PLACE USING A PLATE COMPACTOR AND FULLY EMBEDDED USING THE SAME COMPACTION EQUIPMENT USED IN PLACING THE ASPHALT (MINIMUM STATIC WEIGHT 650-700 LBS). ASPHALT SHALL BE FULLY COMPACTED PRIOR TO PATTERNING.

12. THE PATTERNING EQUIPMENT SHALL BE METAL TEMPLATES AND CORRESPOND TO THE TEMPLATES IN DETAILS 402, 403, AND 404. REFER TO PROJECT PLANS AND SPECIFICATIONS FOR TEMPLATE TYPE.

13. TEMPLATE PRINT DEPTH SHALL BE 3/8" OVER 99% OF THE AFFECTED AREA. ALL HAND TOOLING SHALL BE COMPLETE, FULL DEPTH, STRAIGHT IN MANNER, AND TO THE EDGE OF ASPHALT PAVEMENT, COMMON EDGE, CONCRETE CURB, GUTTER OR BORDER. THERE SHALL BE NO OVERPRINT OF PATTERNS AND NO REMNANTS OF EXCESS PRINT ON SURROUNDING UNINTENDED AREA.

14. THE PRODUCTS USED IN THE SURFACING SYSTEM SHALL MEET THE MINIMUM PHYSICAL AND PERFORMANCE PROPERTIES IN TABLE 1 AND TABLE 2 OF DETAIL 401C. THE CONTRACTOR SHALL SUBMIT A CERTIFICATE OR COMPLIANCE INDICATING THAT MATERIALS TO BE INCLUDED IN WORK MEET SPECIFICATION REQUIREMENTS TO THE TOWN INSPECTOR OR DESIGNEE.

15. THE COLOR USED FOR PAINTED ASPHALT SHALL BE TERRACOTTA OR AS APPROVED BY A TOWN DESIGNEE.

16. THE CONTRACTOR SHALL APPLY THE SURFACE SYSTEM PRODUCTS WITH A MINIMUM OF FOUR COMPLETE PASSES ON THE ROADWAY SURFACE. THREE PASSES SHALL BE ALLOWED ON MEDIANS, WALKWAYS, PATHWAYS, AND BIKE PATHS WHERE TRAFFIC IS PRIMARILY PEDESTRIAN WITH MINIMAL OR NO AUTOMOBILE TRAFFIC. THICKNESS SHALL BE 20 MILS OR GREATER. PATTERN SHALL BE AS INDICATED ON THE PROJECT PLANS AND SPECIFICATIONS OR AS DIRECTED BY A TOWN DESIGNEE.

INSTRUCTIONS:
IT IS INTENDED THAT THESE NOTES SHALL BE PLACED ON THE PLANS WHERE APPROPRIATE TO FIT SPECIFIC PROJECT CONDITIONS. IF THEY ARE EDITED OR ALTERED, THESE NOTES SHALL NEED APPROVAL BY A TOWN DESIGNEE.

DETAIL NO. 401A	TOWN OF GILBERT	ASPHALT STAMPING DETAIL GENERAL NOTES	07/24/2007	DETAIL NO. 401A

ASPHALT STAMPING GENERAL NOTES (CONTINUED):

17. THE CONTRACTOR SHALL CONTACT THE TOWN INSPECTOR FOR ROADWAY COMPACTION APPROVAL PRIOR TO ASPHALT STAMPING.

18. THE AIR TEMPERATURE SHALL BE AT LEAST 50°F AND RISING BEFORE APPLYING THE SURFACE SYSTEM PRODUCTS. THERE SHALL BE NO PRECIPITATION EXPECTED WITHIN 24 HOURS AFTER APPLYING.

19. AFTER THE SURFACE SYSTEM PRODUCTS HAVE BEEN APPLIED, THE TREATED ASPHALT SHALL NOT BE EXPOSED TO VEHICULAR TRAFFIC UNTIL AFTER EIGHT HOURS OR OVERNIGHT, WHICHEVER IS LONGEST.

20. THE SURFACE SYSTEM PRODUCTS SHALL BE SPRAY–APPLIED AND PAINTED ON USING A BROOM OR BRUSHES TO CUT IN SMALL AREAS WHERE REQUIRED. THE ENTIRE SURFACE SHALL BE COVERED WITH NO EXPOSED ASPHALT PRESENT.

21. THE CONTRACTOR SHALL USE SUFFICIENT MASKING TO ENSURE THAT THE SURFACE SYSTEM PRODUCTS ARE APPLIED ONLY WHERE SPECIFIED. MASKING SHALL BE COMPLETE AND NO OVERSPRAY ONTO NON–DESIGNATED COATED SURFACES SHALL BE ALLOWED.

22. AFTER THE APPLICATION AND CURING OF COLOR COATS, THE CONTRACTOR SHALL APPLY SEALER OVER ENTIRE SURFACE IN ACCORDANCE WITH MANUFACTURER'S DIRECTIONS. THE CONTRACTOR SHALL LEAVE THE APPLICATION CLEAN AND FREE OF DEFECTS UPON COMPLETION.

23. THE CONTRACTOR SHALL REPAIR ALL DAMAGED OR OTHER UNSUITABLE AREAS PRIOR TO INSPECTION BY THE TOWN INSPECTOR OR DESIGNEE AT NO EXPENSE TO THE TOWN. THE CONTRACTOR SHALL ALSO REPAIR ANY UNSUITABLE AREAS AS DETERMINED BY INSPECTION BY THE TOWN INSPECTOR OR DESIGNEE AT NO EXPENSE TO THE TOWN.

INSTRUCTIONS:
IT IS INTENDED THAT THESE NOTES SHALL BE PLACED ON THE PLANS WHERE APPROPRIATE TO FIT SPECIFIC PROJECT CONDITIONS. IF THEY ARE EDITED OR ALTERED, THESE NOTES SHALL NEED APPROVAL BY A TOWN DESIGNEE.

TABLE 1: PHYSICAL PROPERTIES

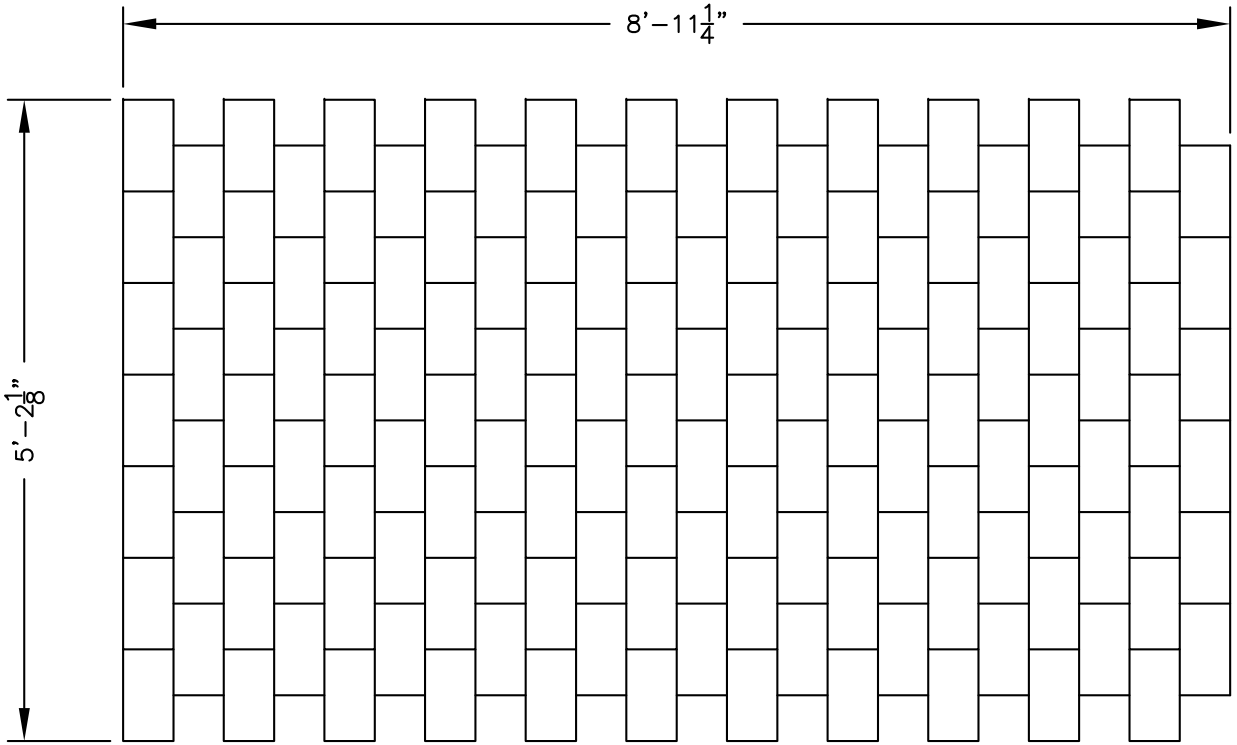
CHARACTERISTICS	*TEST SPECIFICATION*	*BASE*	*SEALER*
SOLIDS BY VOLUME (%)	ASTM D-5201	68.3%	24±2
SOLIDS BY WEIGHT (%)	ASTM D-1351	74.7%	27±2
DENSITY	ASTM D-1475	13.9 LBS./GAL (1.67 KG/L)	8.59 LBS./GAL (1.03 KG/L)
FLASH POINT	ASTM D-3278	>230°F (110°C)	>200°F (93°C)
PERCENT PIGMENT (BY WEIGHT INCLUDING CEMENT)	ASTM D-3723	61.9%	N/A
SHEEN	ASTM D-523		>75 @ 85°

TABLE 2: PERFORMANCE PROPERTIES

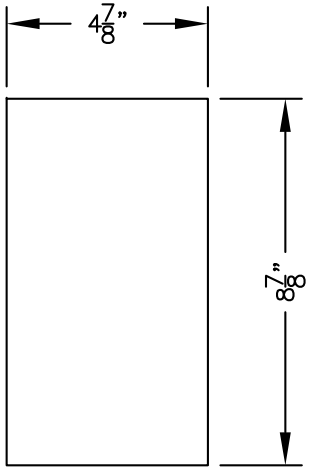
CHARACTERISTICS	*TEST SPECIFICATION*	*TEST RESULTS*
DRY TIME (TO RE-COAT)	ASTM D-711	20 MINS.-4 HRS.
DRY TIME (FOR TRAFFIC) 75°F/30%RH	N/A	=80% STRENGTH @ 2-4 HRS.
TABER ABRASION H-10 (WEAR INDEX)	ASTM D-4060	0.2 GRAMS/1000 CYCLES
ADHESION (PLI) TO AN ASPHALT SUBSTRATE	ASTM D-4840	COHESIVE FAILURE OF ASPHALT PRIOR TO ADHESIVE FAILURE
QUV ΔE	ASTM G-53 ASTM G154	300 HOURS 1 GIE UNITS (ASTM G154)
HYDROPHOBICITY (3 DAYS)	ASTM D-670	TEST IN PROGRESS
SHORE HARDNESS	ASTM D-2240	TEST IN PROGRESS
TEMPERATURE LIMITS FOR SERVICE	DRY, CURED MATERIAL	-30°F TO 140°F
SURFACE BUILD	N/A	10-15 MILS (1 APPLICATION)

NOTES:

1. FOR ASPHALT STAMPING GENERAL NOTES, SEE DETAILS 401A, 401B, AND 401C.
2. OFFSET BRICK TEMPLATE SHALL BE USED ON PAVED MEDIANS ONLY.



OFFSET BRICK STAMP TEMPLATE
NOT TO SCALE

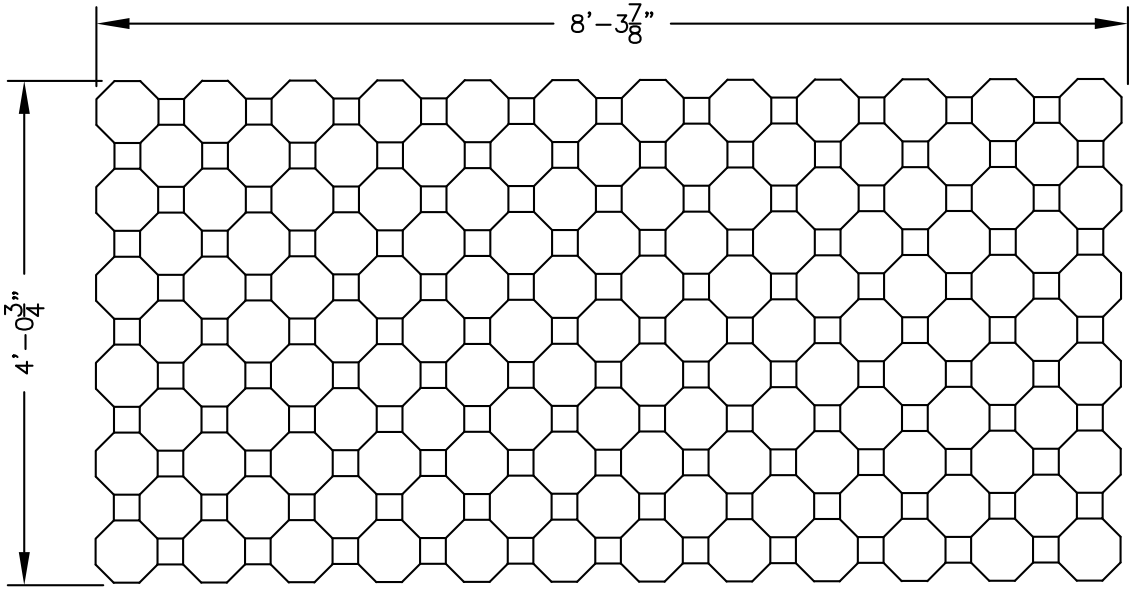


INDIVIDUAL OFFSET BRICK PATTERN
NOT TO SCALE

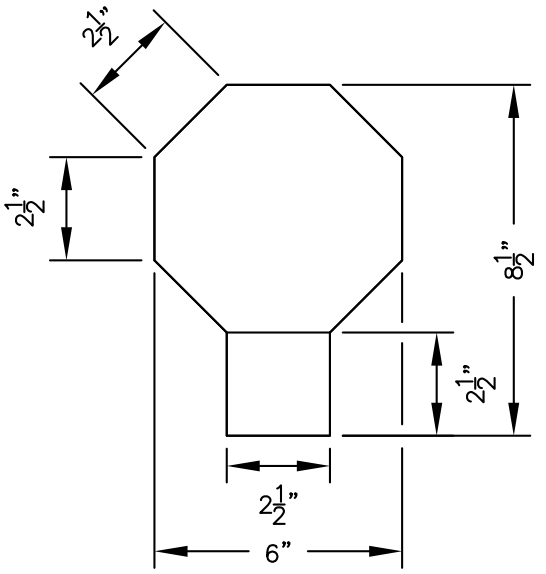
DETAIL NO. 402	TOWN OF GILBERT	ASPHALT STAMPING DETAIL OFFSET BRICK TEMPLATE	07/24/2007	DETAIL NO. 402

NOTES:

1. FOR ASPHALT STAMPING GENERAL NOTES, SEE DETAILS 401A, 401B, AND 401C.
2. THE TORTOISE SHELL TEMPLATE SHALL BE USED ON RAISED MEDIANS ONLY.
3. THE CONTRACTOR SHALL USE VIBRATORY COMPACTION FOR THE SUBGRADE BETWEEN POURED CURBS PRIOR TO LAYING ASPHALT.
4. THE CONTRACTOR SHALL USE VIBRATORY COMPACTION FOR FINISHED COMPACTION ONCE ASPHALT IS INSTALLED BETWEEN POURED CURBS.
5. FOR RAISED MEDIANS, THE SURFACE COURSE SHALL BE AT LEAST 2–1/2" OF R12.5 ASPHALT AT 95% COMPACTION MINIMUM. IN ADDITION, THE SUBGRADE SHALL BE 4" ABC AT 95% COMPACTION MINIMUM. THE ABC SHALL CONFORM TO MAG SECTION 702.



TORTOISE SHELL TEMPLATE
NOT TO SCALE

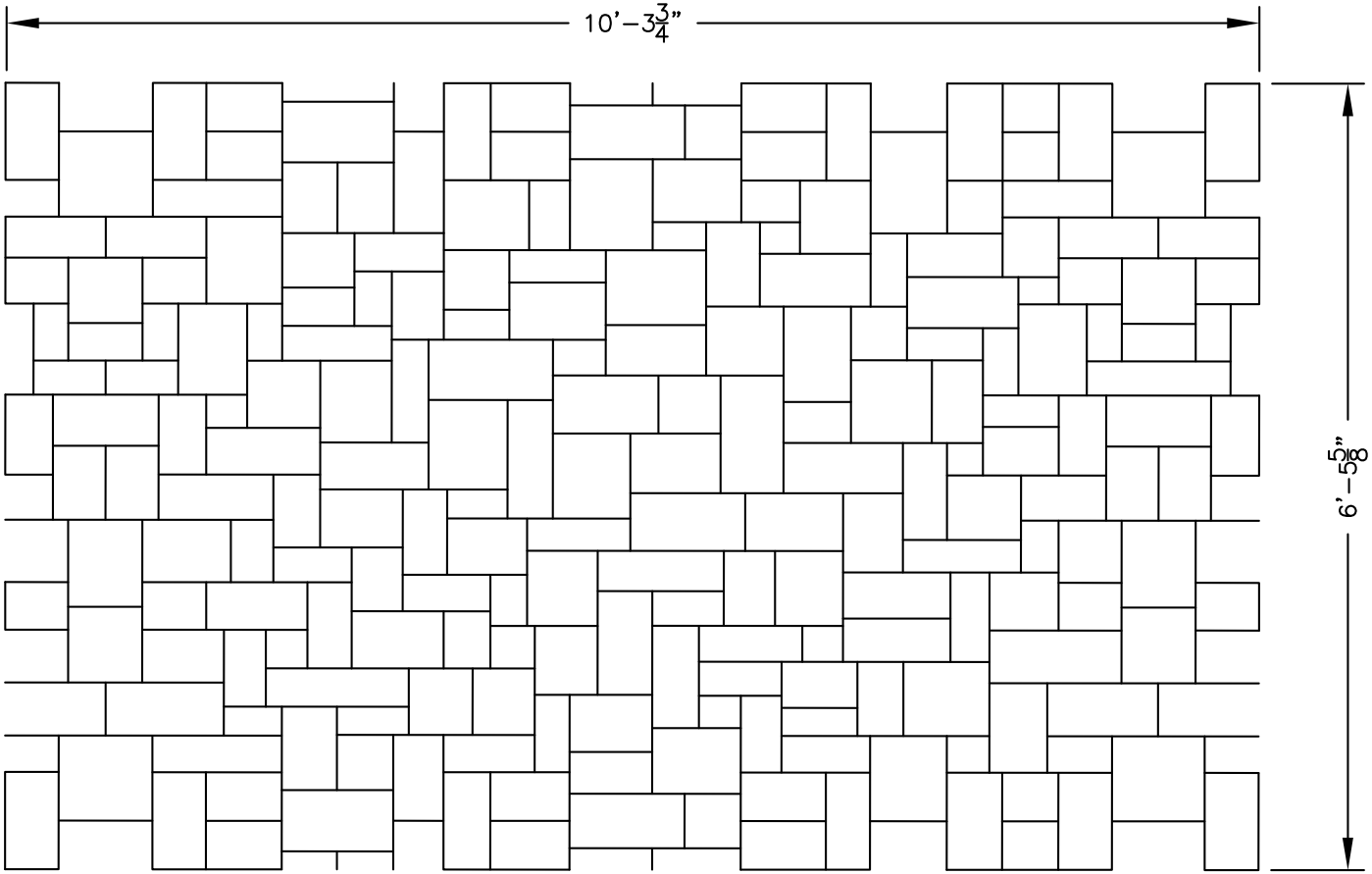


INDIVIDUAL TORTOISE SHELL PATTERN
NOT TO SCALE

DETAIL NO. 403A	TOWN OF GILBERT	ASPHALT STAMPING DETAIL TORTOISE SHELL TEMPLATE	07/24/2007	DETAIL NO. 403A

NOTES:

1. FOR ASPHALT STAMPING GENERAL NOTES, SEE DETAILS 401A, 401B, AND 401C.
2. THE ASHLAR SLATE TEMPLATE SHALL BE USED ON RAISED MEDIANS ONLY.
3. THE CONTRACTOR SHALL USE VIBRATORY COMPACTION FOR THE SUBGRADE BETWEEN POURED CURBS PRIOR TO LAYING ASPHALT.
4. THE CONTRACTOR SHALL USE VIBRATORY COMPACTION FOR FINISHED COMPACTION ONCE ASPHALT IS INSTALLED BETWEEN POURED CURBS.
5. FOR RAISED MEDIANS, THE SURFACE COURSE SHALL BE AT LEAST 2–1/2" OF R12.5 ASPHALT AT 95% COMPACTION MINIMUM. IN ADDITION, THE SUBGRADE SHALL BE 4" ABC AT 95% COMPACTION MINIMUM. THE ABC SHALL CONFORM TO MAG SECTION 702.
6. THE ASHLAR SLATE TEMPLATE HAS NO REPEATING PATTERN. THEREFORE, AN INDIVIDUAL PATTERN TEMPLATE IS NOT SHOWN.



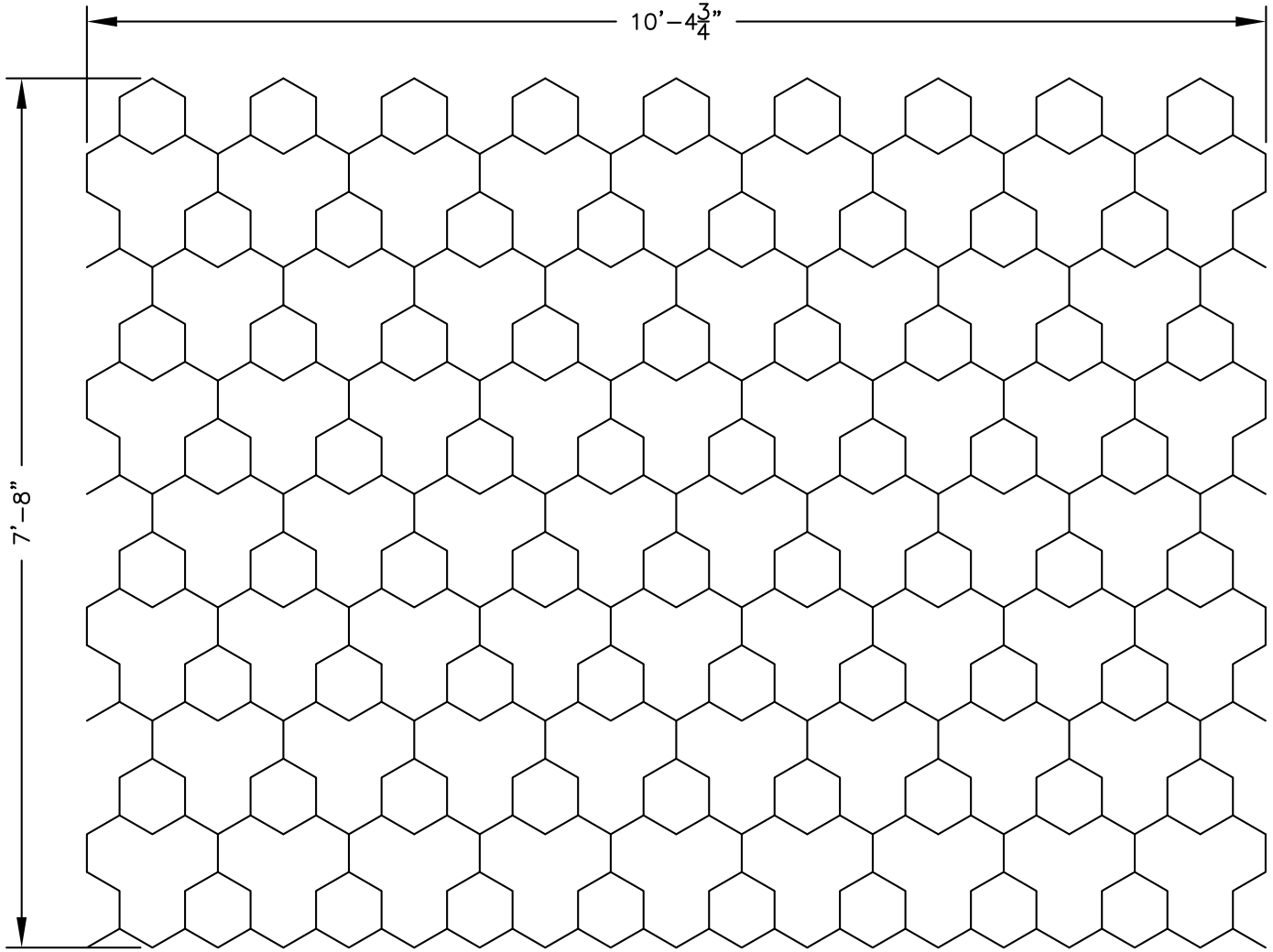
ASHLAR SLATE TEMPLATE

NOT TO SCALE

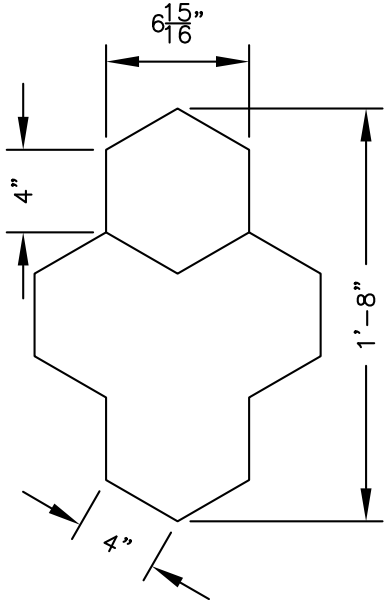
DETAIL NO. 403B	TOWN OF GILBERT	ASPHALT STAMPING DETAIL ASHLAR SLATE TEMPLATE	07/24/2007	DETAIL NO. 403B

NOTES:

1. FOR ASPHALT STAMPING GENERAL NOTES, SEE DETAILS 401A, 401B, AND 401C.
2. THE TRI–HEX KEYSTONE TEMPLATE SHALL BE USED IN DESIGNATED CROSSWALK ZONES ONLY.

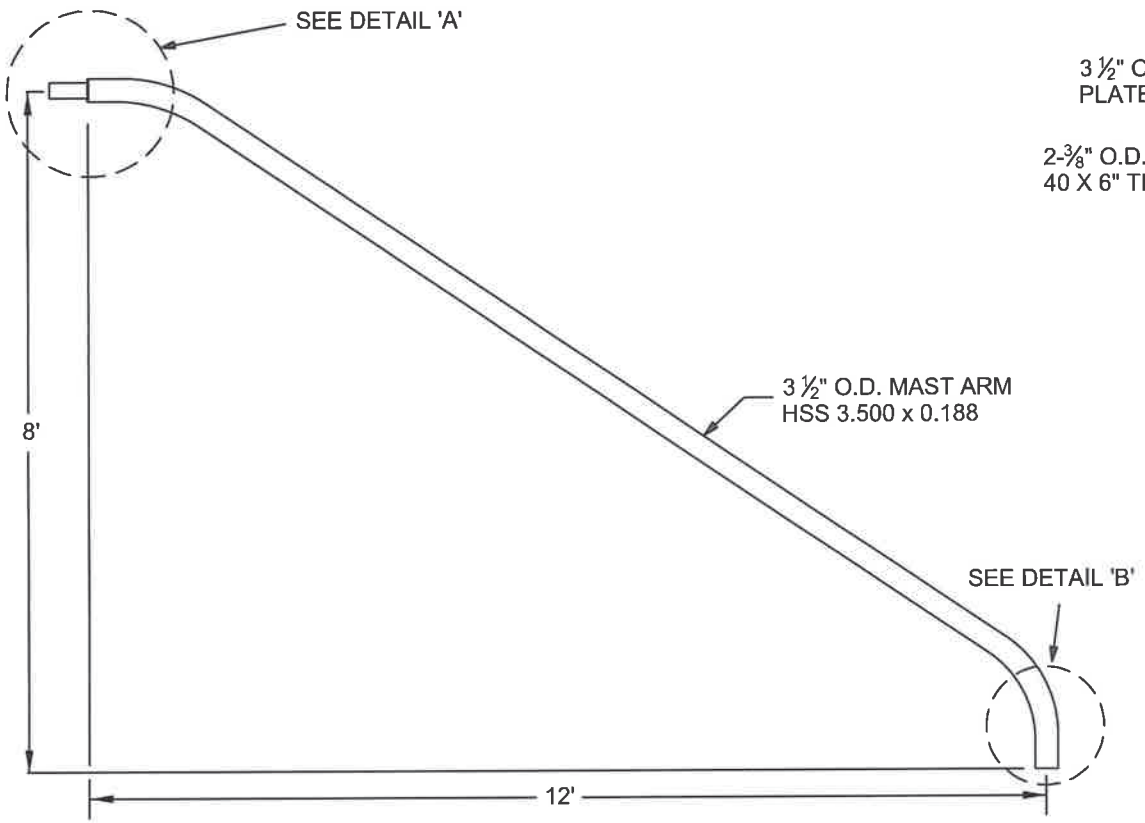


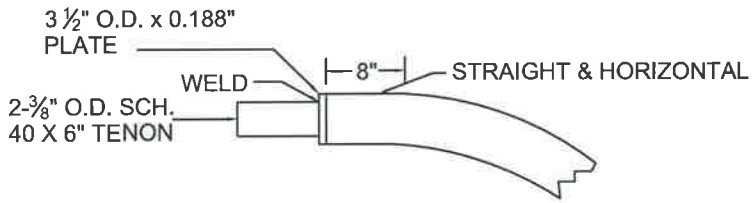
TRI–HEX KEYSTONE TEMPLATE
NOT TO SCALE



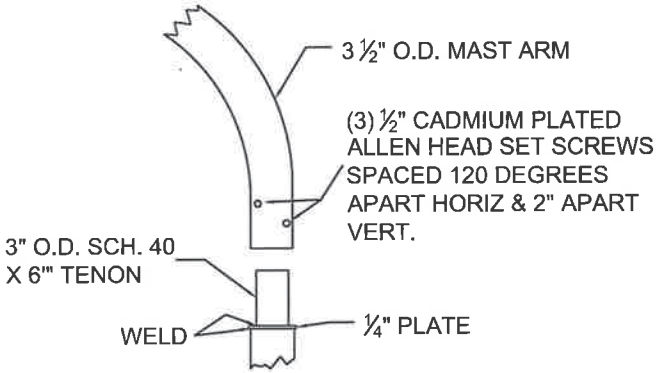
INDIVIDUAL TRI–HEX KEYSTONE PATTERN
NOT TO SCALE

DETAIL NO. 404	TOWN OF GILBERT	ASPHALT STAMPING DETAIL TRI–HEX KEYSTONE TEMPLATE	07/24/2007	DETAIL NO. 404





DETAIL 'A'

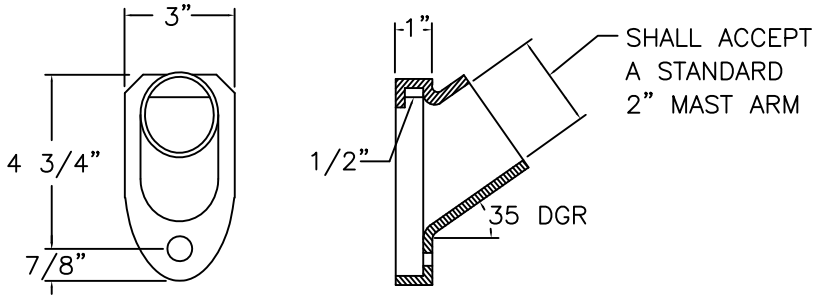


DETAIL 'B'

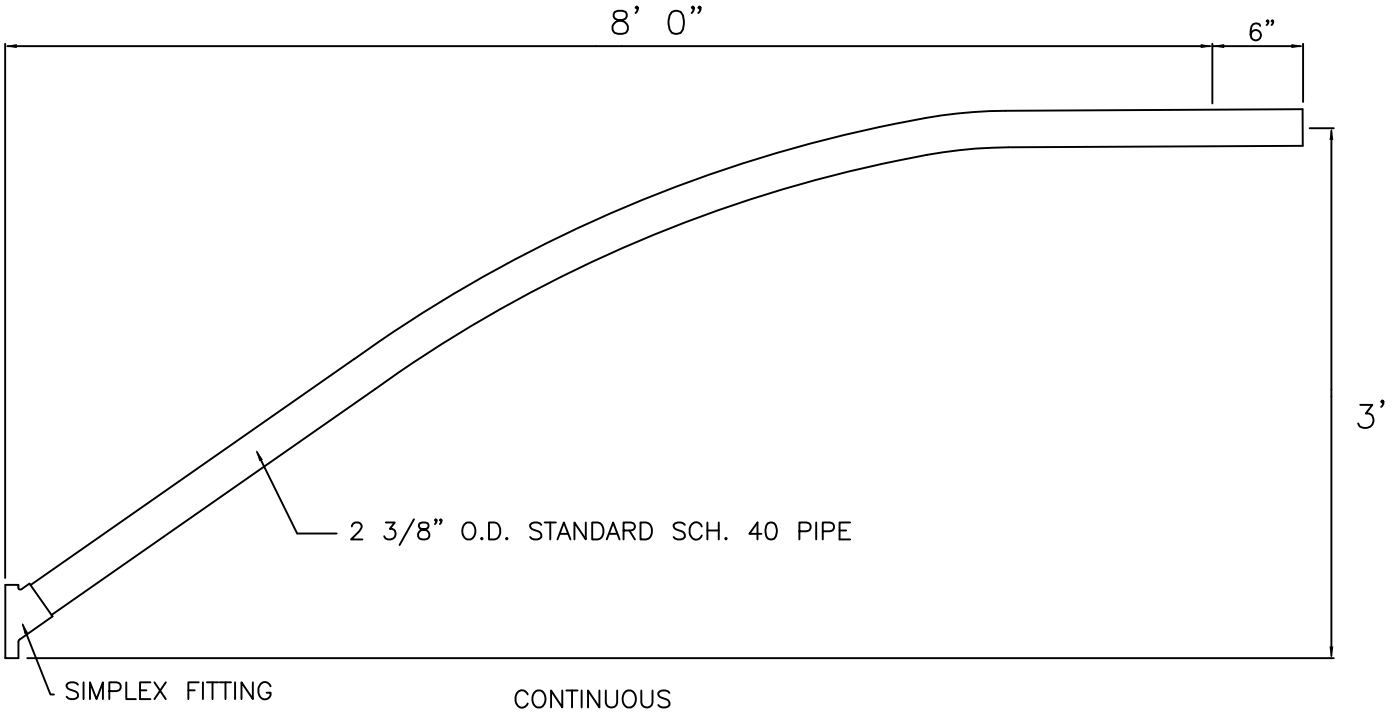
NOTES:

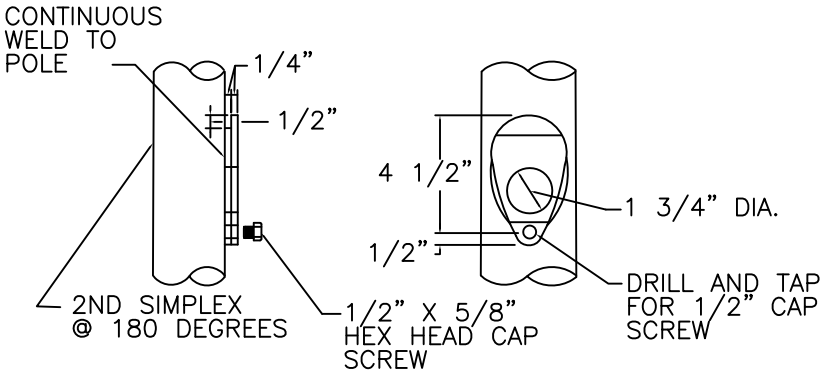
1. ALL WELDS SHALL BE GROUND SMOOTH, AND ALL BURRS AND SHARP EDGES SHALL BE REMOVED PRIOR TO PAINTING.
2. SURFACES TO BE PAINTED SHALL BE CLEANED OF ALL RUST, SCALE, FOREIGN MATERIAL OIL AND GREASE.
3. PRIMER COAT SHALL BE TNEMEC SERIES N27 (DARK BRONZE) F.C. TYPOXY OR APPROVED EQUIVALENT.
4. FINISH COAT SHALL BE TNEMEC 73-IN03 (DARK BRONZE) ENDURA-SHIELD OR APPROVED EQUIVALENT.
5. USE WITH MINOR ARTERIAL ROUND POLE. SEE DETAIL GIL-901.

GILBERT ARIZONA	STANDARD DETAIL	12' x 8' HIGH RISE ARM	APPROVED Jm Colt TOWN ENGINEER 12-11-13 DATE	DETAIL NO. GIL-921



FEMALE SIMPLEX

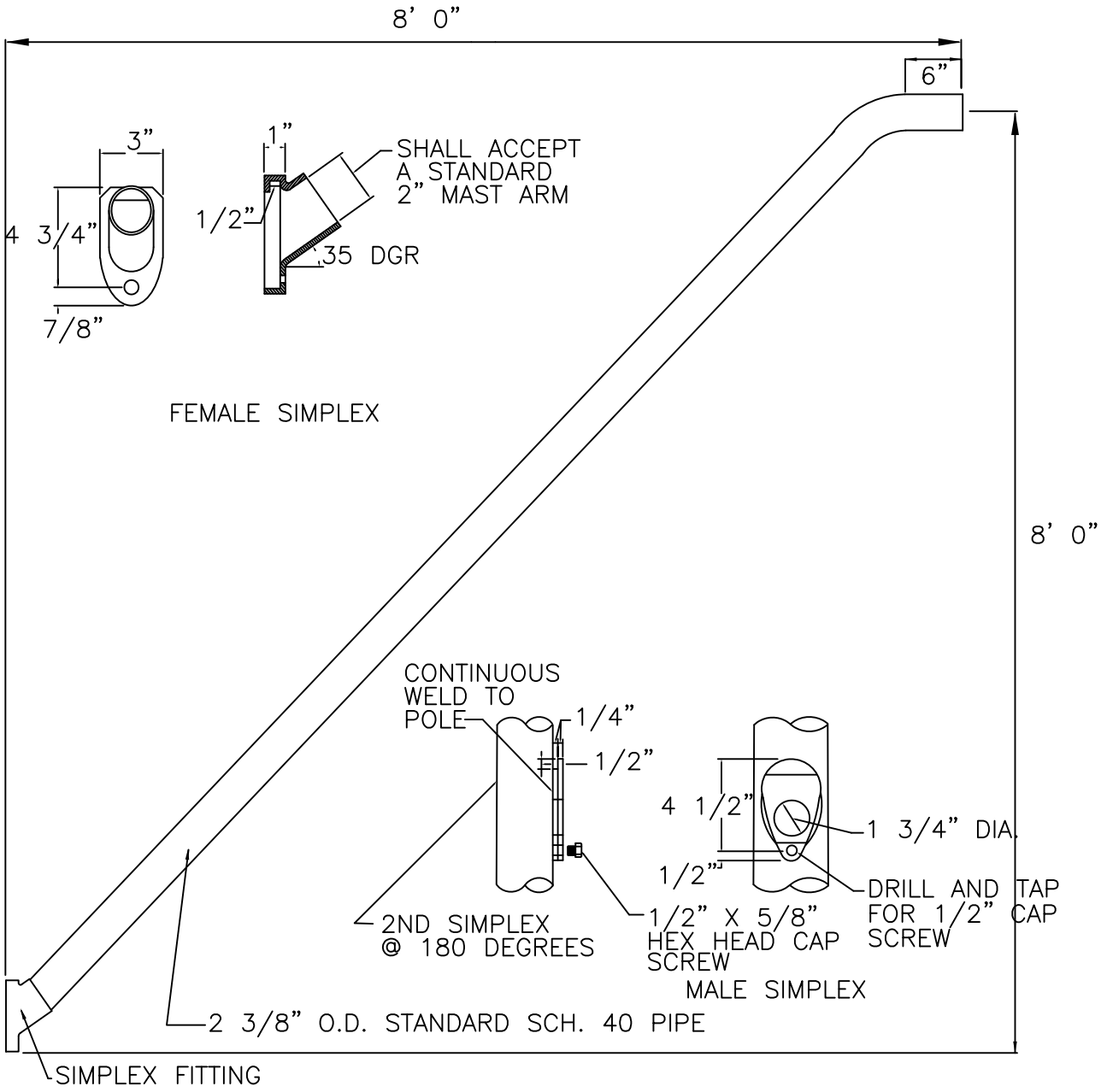




MALE SIMPLEX

NOTES:
1. ALL WELDS SHALL BE GROUND SMOOTH, AND ALL BURRS AND SHARP EDGES SHALL BE REMOVED PRIOR TO GALVANIZING.
2. SURFACES TO BE GALVANIZED SHALL BE CLEANED OF ALL RUST, SCALE, FOREIGN MATERIAL, OIL, AND GREASE.
3. FINISH COAT SHALL BE GALVANIZED PER ASTM A-123 OR APPROVED EQUIVALENT.
4. USE WITH P4.

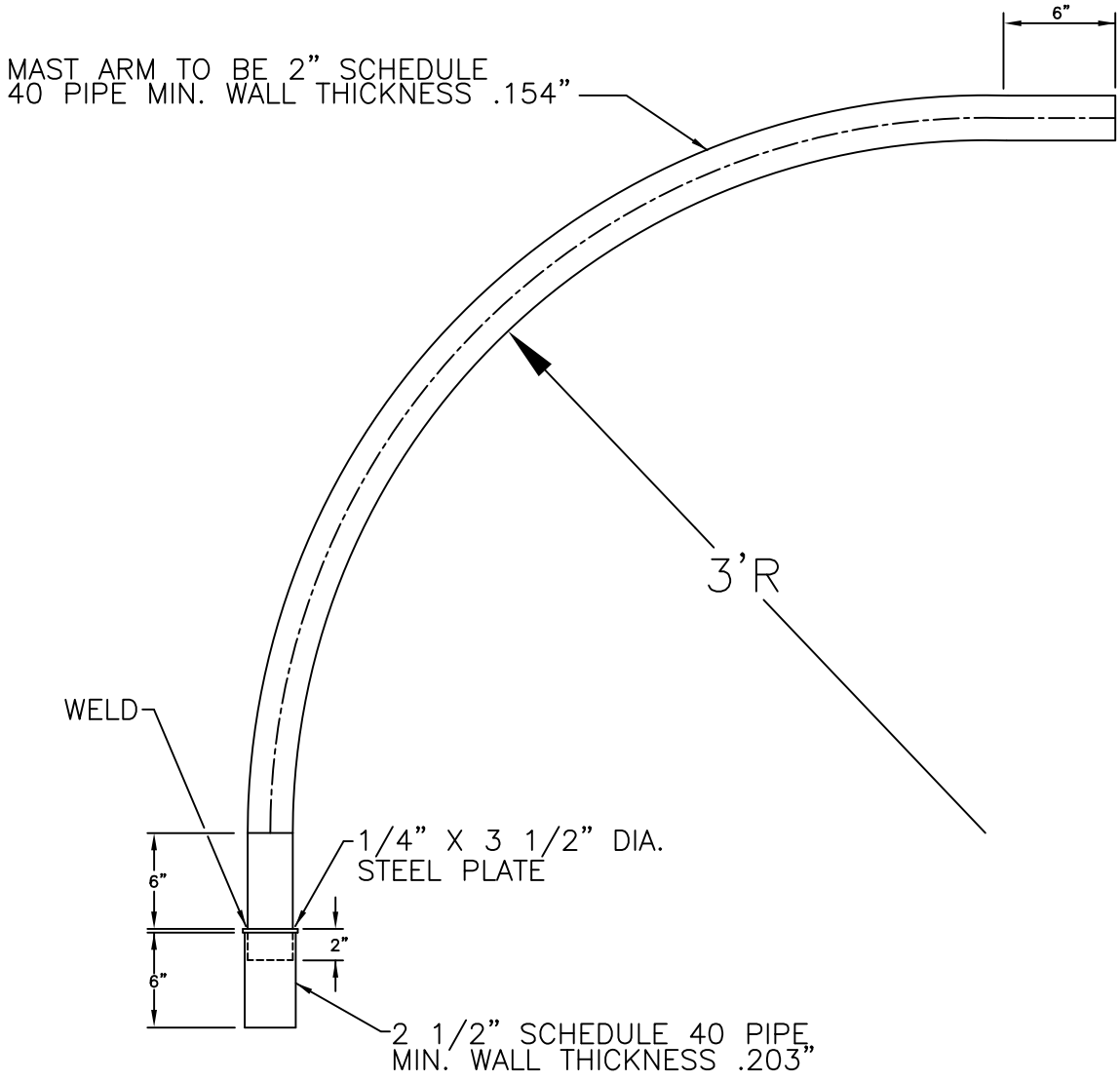
TOWN OF GILBERT REVISED 1/2005	**STREET LIGHT STANDARD** 8' X 3' MAST ARM	DETAIL NO. **A2** NTS



NOTES:

1. ALL WELDS SHALL BE GROUND SMOOTH, AND ALL BURRS AND SHARP EDGES SHALL BE REMOVED PRIOR TO GALVANIZING.
2. SURFACES TO BE GALVANIZED SHALL BE CLEANED OF ALL RUST, SCALE, FOREIGN MATERIAL, OIL, AND GREASE.
3. FINISH COAT SHALL BE GALVANIZED PER ASTM A–123 OR APPROVED EQUIVALENT.
4. USE WITH P4 ON ARTERIAL STREETS TO MATCH EXISTING ONLY.

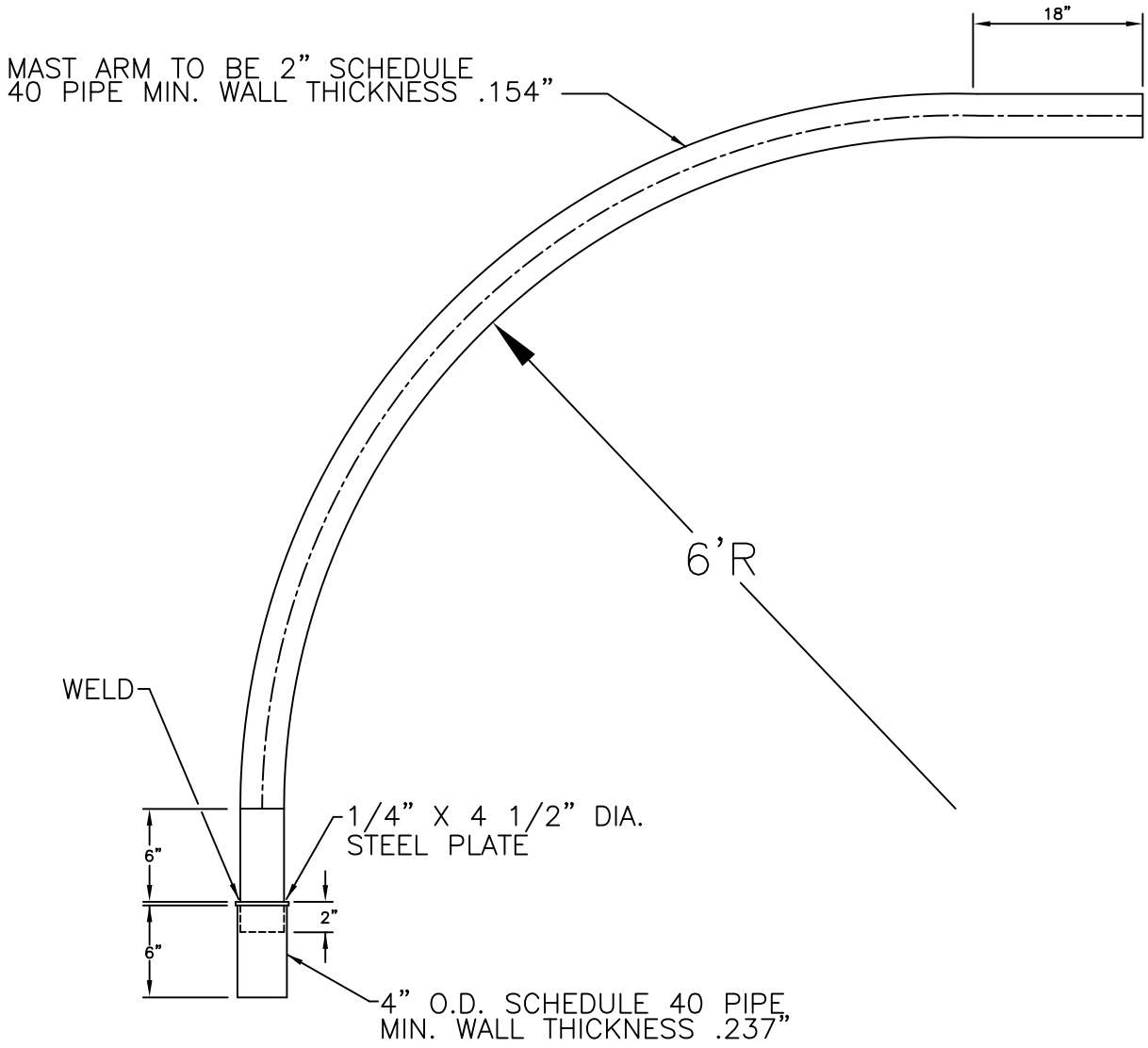
TOWN OF GILBERT REVISED 1/2005	**STREET LIGHT STANDARD** 8' X 8' HIGH RISE ARM FOR COBRA HEAD FIXTURE	DETAIL NO. **A3** NTS



NOTES:

1. ALL WELDS SHALL BE GROUND SMOOTH, AND ALL BURRS AND SHARP EDGES SHALL BE REMOVED PRIOR TO PAINTING.
2. SURFACES TO BE PAINTED SHALL BE CLEANED OF ALL RUST, SCALE, FOREIGN MATERIAL, OIL, AND GREASE.
3. PRIMER COAT IS TO BE URECAL NO. 1001, OR APPROVED EQUIVALENT, APPLIED TO ENTIRE POLE. MINIMUM DRY COAT THICKNESS SHALL BE 1 MIL.
4. FINISH COAT SHALL BE URECAL 9179 (GRAY) OR APPROVED EQUIVALENT.
5. USE WITH P5 WHERE THIS STYLE ALREADY EXISTS.

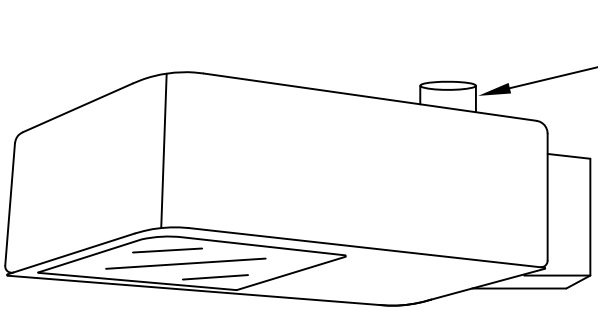
TOWN OF GILBERT REVISED 1/2005	**STREET LIGHT STANDARD** 3' RADUIS ARM FOR COBRA HEAD FIXTURE	DETAIL NO. A4 NTS

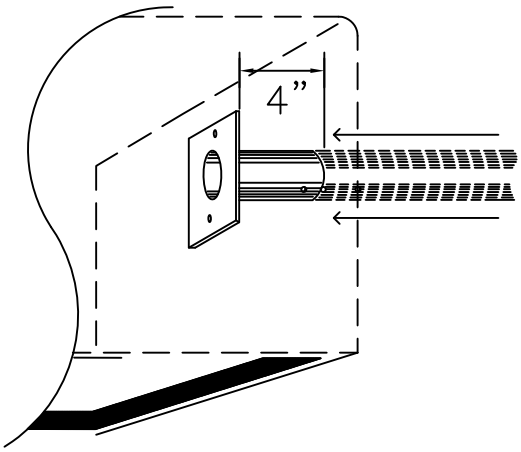


NOTES:

1. ALL WELDS SHALL BE GROUND SMOOTH, AND ALL BURRS AND SHARP EDGES SHALL BE REMOVED PRIOR TO PAINTING.
2. SURFACES TO BE PAINTED SHALL BE CLEANED OF ALL RUST, SCALE, FOREIGN MATERIAL, OIL, AND GREASE.
3. PRIMER COAT IS TO BE URECAL NO. 1001, OR APPROVED EQUIVALENT, APPLIED TO ENTIRE POLE. MINIMUM DRY COAT THICKNESS SHALL BE 1 MIL.
4. FINISH COAT SHALL BE URECAL 9179 (GRAY) OR APPROVED EQUIVALENT.
5. USE WITH P6 WHERE THIS STYLE ALREADY EXISTS.

TOWN OF GILBERT REVISED 1/2005	**STREET LIGHT STANDARD** 6' RADUIS ARM FOR COBRA HEAD FIXTURE	DETAIL NO. A5 NTS





HOUSING SHALL BE OF ONE PIECE, FORMED ALUMINUM ON UPPER PORTION OF UNIT. DOOR FRAME TO BE MANUFACTURED OF EXTRUDED ALUMINUM WITH CONCEALED HINGES AND TWO QUICK RELEASE LATCHES. ALL ELECTRICAL COMPONENTS SHALL BE MOUNTED ON A REMOVABLE BALLAST DRAWER ASSEMBLY AND USE QUICK DISCONNECT TYPE POWER INPUT PLUG.

SLIP FITTER SHALL HAVE 3 RECESSED ALLEN BOLTS TO TIGHTEN SLIP FITTER AGAINST TENON.

FINISH – EXTERNAL FINISH SHALL BE OF THERMOSET ENAMEL, BRONZE IN COLOR.

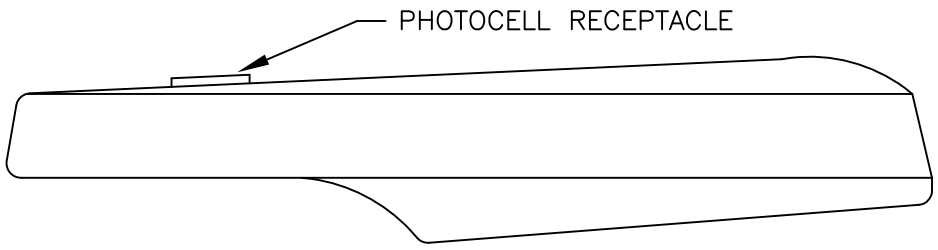
ALL FIXTURES SHALL BE SUPPLIED WITH PHOTOCELL SOCKET, PHOTOCELL AND LAMP.

ALL FIXTURES SHALL HAVE A DECAL SHOWING WATTAGE OF FIXTURE WITH 2" BLACK LETTERING ON YELLOW BACKGROUND ATTACHED BETWEEN LENSE AND POLE ON BOTTOM OF FIXTURE. THIS DECALL SHALL BE VISIBLE FROM THE STREET.

APPROVED MANUFACTURER:
AMERICAN ELECTRIC
*C–530089 120/240 VOLT BALLAST (100 WATT)
*C–530090 120/240 VOLT BALLAST (150 WATT)
*C–530091 120/240 VOLT BALLAST (250 WATT)

*THESE FIXTURES DO NOT REQUIRE A SLIP FITTER.

TOWN OF GILBERT REVISED 8/2008	**STREET LIGHT STANDARD** HPS FIXTURE	DETAIL NO. F1 NTS



FIXTURE HOUSING SHALL BE OF DIE CAST ALUMINUM WITHOUT SEAMS OR WELDS ON UPPER HALF OF UNIT. ALL ELECTRICAL COMPONENTS SHALL BE SECURELY ATTACHED TO THE POWER DOOR. LOWER HALF OF HOUSING SHALL BE HINGED ON INTEGRALLY CAST PIN HINGE AND SECURED WITH LATCH FOR ONE HANDED OPERATION. EXTERNAL FINISH SHALL BE BAKED ENAMEL, COLOR TO MATCH POLE, APPLIED BY ELECTROSTATIC PROCESS.

MOUNTING SHALL BE BY INTEGRAL SLIP FITTER FOR 1 3/8" TO 2 3/8" DIAMETER MAST ARMS.

FIXTURE SHALL MEET I.E.S. TYPE II OR III MEDIUM CUT-OFF.

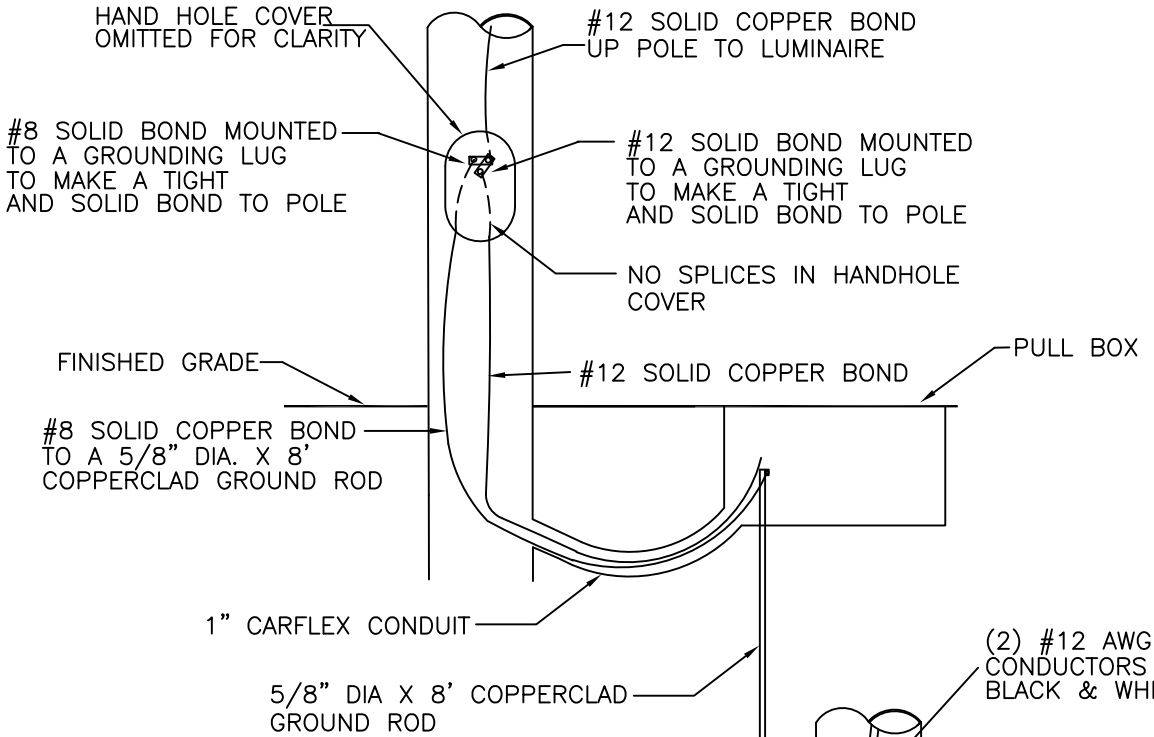
APPROVED MANUFACTURER:

GENERAL ELECTRIC
100 WATT HPS - M2AC10S0N2GMC31
150 WATT HPS - M2AC15S0N2GMC31
250 WATT HPS - M2AC25S0N2GMC31
400 WATT HPS - M4AC40S0N2GMC31 (PRIOR APPROVAL REQUIRED)

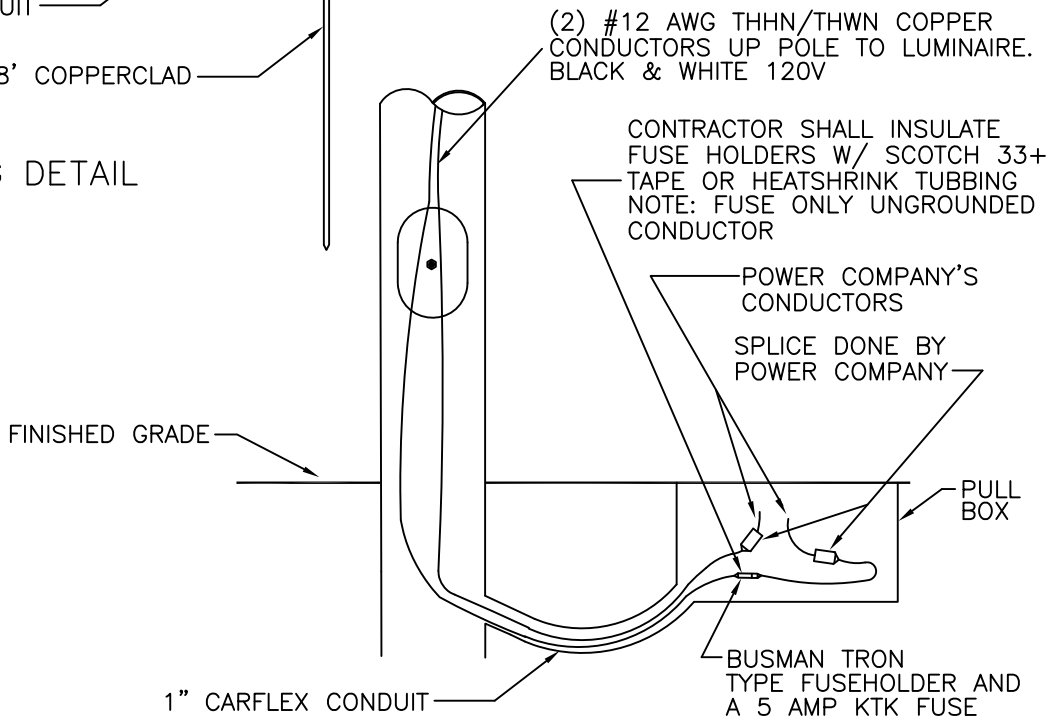
ALL FIXTURES MUST BE SUPPLIED WITH PHOTOCELL RECEPTACLE, PHOTOCELL AND LAMP.

CITY TO DETERMINE WHEN FIXTURE IS TO BE USED.

TOWN OF GILBERT REVISED 8/2008	**STREET LIGHT STANDARD** HPS FIXTURE COBRA HEAD	DETAIL NO. F2 NTS



POLE GROUNDING DETAIL

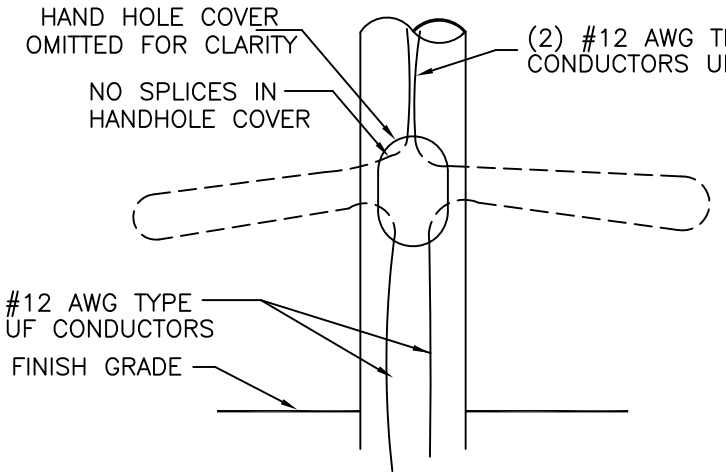


POLE FUSING DETAIL

GENERAL NOTES

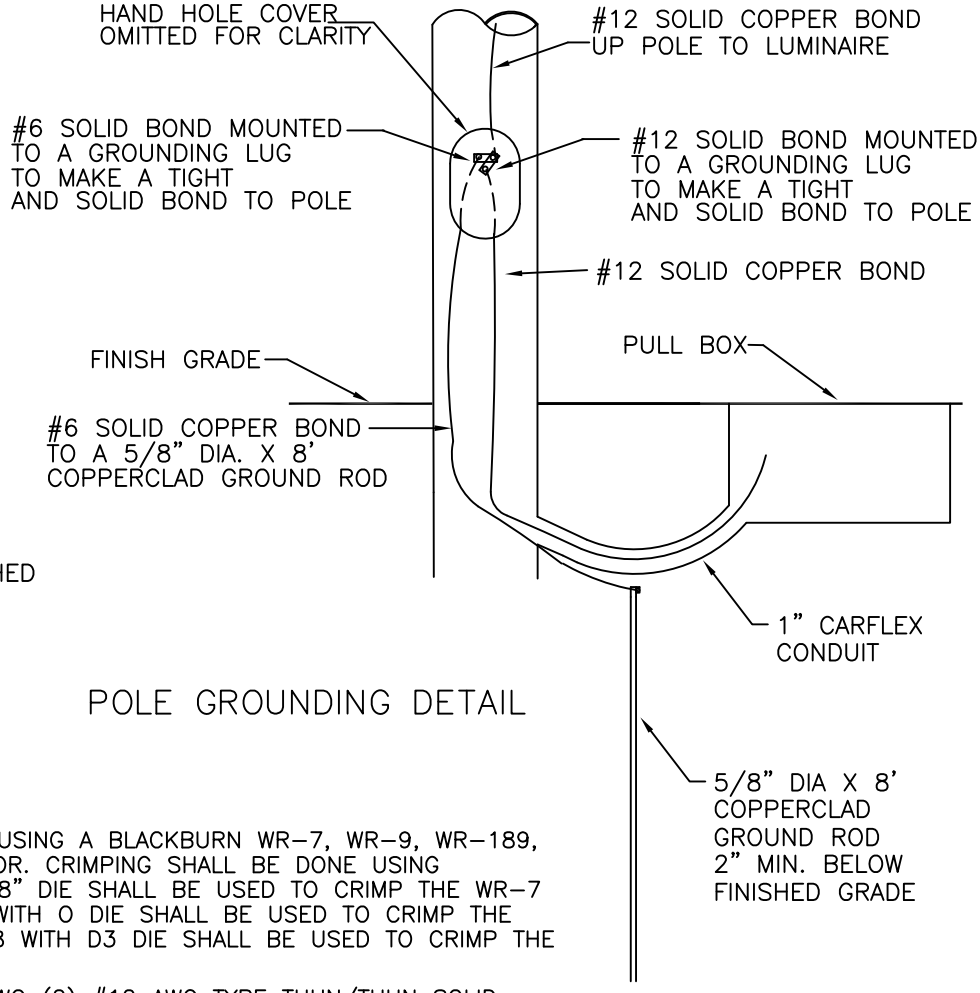
1. ALL SPLICES SHALL SHALL BE DONE USING A BLACKBURN WR–7, WR–9, WR–189, OR WR–279 H TYPE CRIMP CONNECTOR. CRIMPING SHALL BE DONE USING A BURNDY TOOL NO. OS–50 WITH 5/8" DIE SHALL BE USED TO CRIMP THE WR–7 WR–9. A BURNDY TOOL NO. MD6–8 WITH O DIE SHALL BE USED TO CRIMP THE WR–189. A BURNDY TOOL NO. MD6–8 WITH D3 DIE SHALL BE USED TO CRIMP THE WR–279.
2. ALL POLES SHALL BE WIRED USING TWO (2) #12 AWG TYPE THHN/THWN STRANDED COPPER CONDUCTORS, 600 VOLT, NEC APPROVED AND ONE (1) #12 SOLID BARE OR GREEN COPPER BOND WIRE. BOND WIRE SHALL RUN FROM THE LUMINAIRE TO A MINIMUM OF TWELVE (12) INCHES BELOW POLE HAND HOLE, FOR TERMINATION. CONDUCTORS SHALL RUN FROM LUMINAIRE TO PULL BOX.
3. ALL STREETLIGHT CONDUCTORS AND BOND WIRES SHALL BE COPPER. CONDUCTORS FROM PULL BOX TO LUMINAIRE SHALL BE AWG TYPE THHN/THWN. ALL CONDUCTORS SHALL BE STRANDED AND ALL BOND WIRES SHALL BE SOLID.

TOWN OF GILBERT REVISED 8/2008	**STREET LIGHT STANDARD** FUSING AND GROUNDING DETAIL SRP AREA	DETAIL NO. FG1 NTS



APPROVED EQUAL:
LITTELFUSE LEB
TYPE FUSE HOLDER AND
A 5 AMP KLK FUSE

POLE FUSING DETAIL



NOTE:
GROUND ROD SHALL BE PLACED OUTSIDE THE J-BOX BELOW FINISHED GRADE. BOND WIRE SHALL PASS THROUGH POLE CONDUIT OPENING

POLE GROUNDING DETAIL

GENERAL NOTES

1. ALL SPLICES SHALL SHALL BE DONE USING A BLACKBURN WR-7, WR-9, WR-189, OR WR-279 H TYPE CRIMP CONNECTOR. CRIMPING SHALL BE DONE USING A BURNDY TOOL NO. OS-50 WITH 5/8" DIE SHALL BE USED TO CRIMP THE WR-7 WR-9. A BURNDY TOOL NO. MD6-8 WITH O DIE SHALL BE USED TO CRIMP THE WR-189. A BURNDY TOOL NO. MD6-8 WITH D3 DIE SHALL BE USED TO CRIMP THE WR-279.
2. ALL POLES SHALL BE WIRED USING TWO (2) #12 AWG TYPE THHN/THHN SOLID COPPER CONDUCTORS, 600 VOLT, NEC APPROVED AND ONE (1) #12 SOLID BARE COPPER BOND WIRE. WIRES SHALL RUN FROM THE LUMINAIRE TO A MINIMUM OF TWELVE (12) INCHES BELOW POLE HAND HOLE, FOR TERMINATION.
3. ALL STREETLIGHT CONDUCTORS AND BOND WIRES SHALL BE COPPER. CONDUCTORS FROM PULL BOX TO HAND HOLE SHALL BE AWG TYPE UF INSULATION. CONDUCTORS FROM HAND HOLE TO LUMINAIRE SHALL BE AWG TYPE THHN/THWN. ALL CONDUCTORS SHALL BE STRANDED AND ALL BOND WIRES SHALL BE SOLID.

TOWN OF GILBERT REVISED 8/2008	**STREET LIGHT STANDARD** FUSING AND GROUNDING DETAIL APS AREA	DETAIL NO. FG2 NTS

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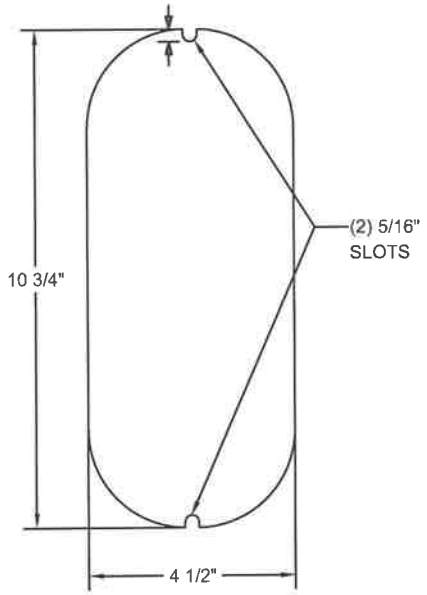
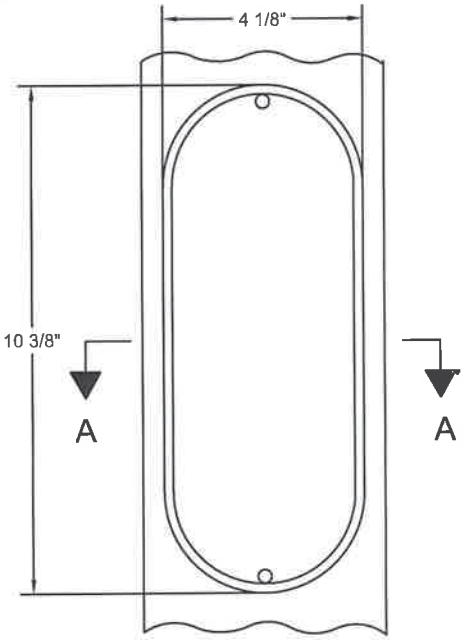
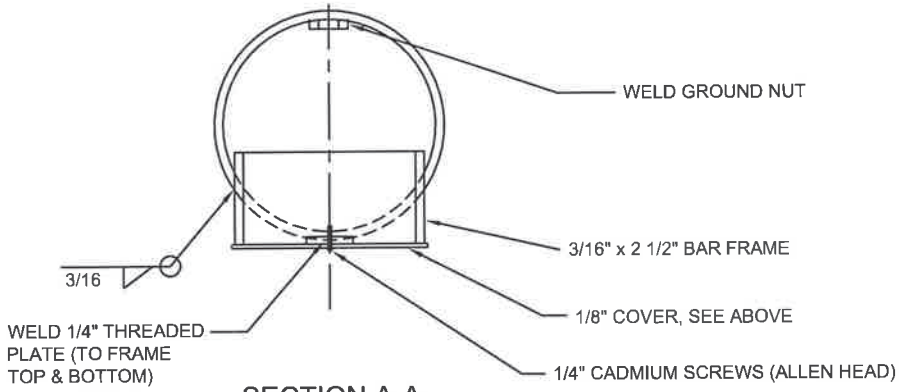


HANDHOLE COVER
(TUBE & FRAME NOT SHOWN)



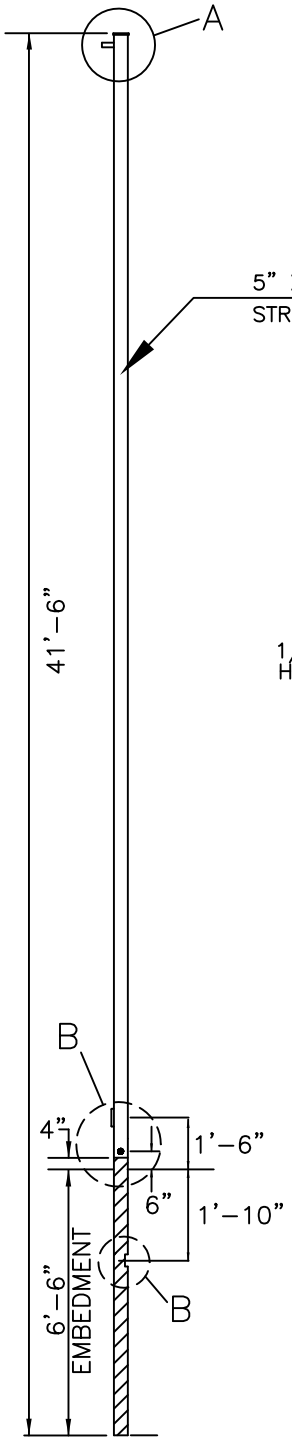
POLE ELEVATION

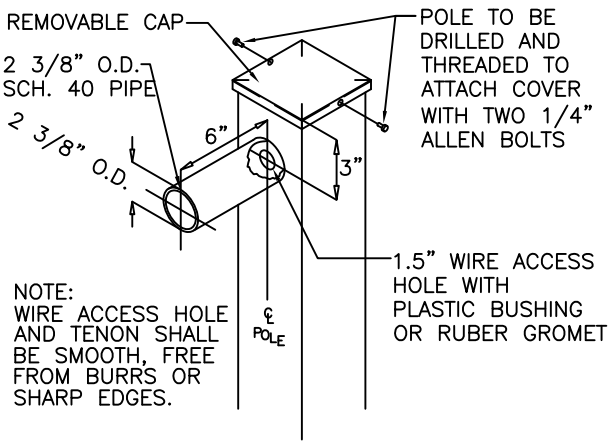


SECTION A-A

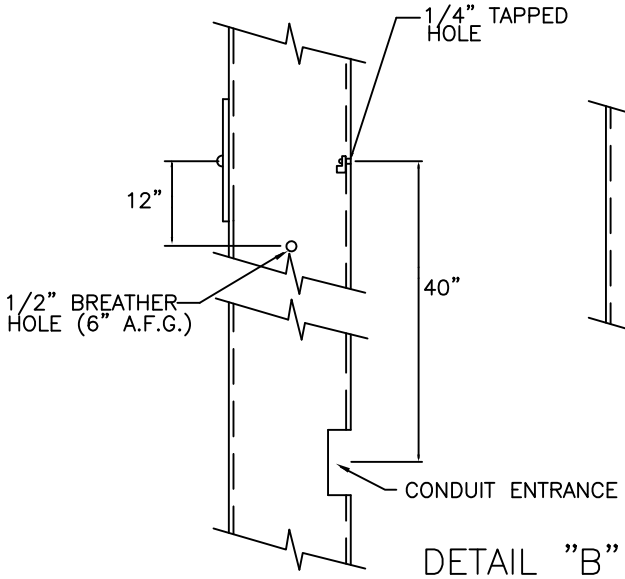
*CENTER OF HANDHOLE SHALL BE 1' 6" FROM BOTTOM OF POLE

GILBERT	STANDARD DETAIL	POLE HANDHOLE DETAIL 4 1/8" x 10 3/8" REINFORCED	APPROVED TOWN ENGINEER 12-11-13 DATE	DETAIL NO. GIL-919

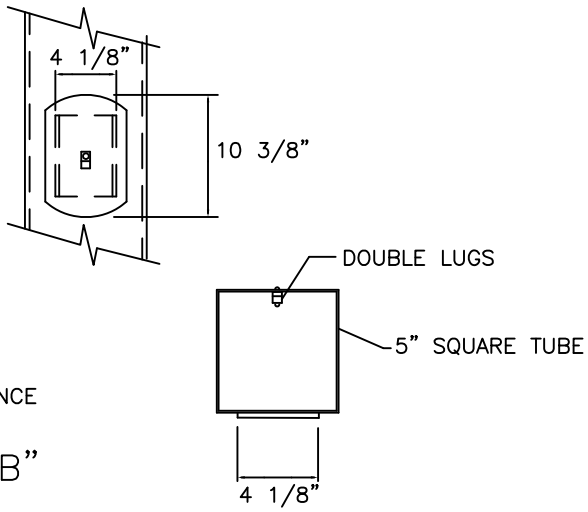




DETAIL "A"



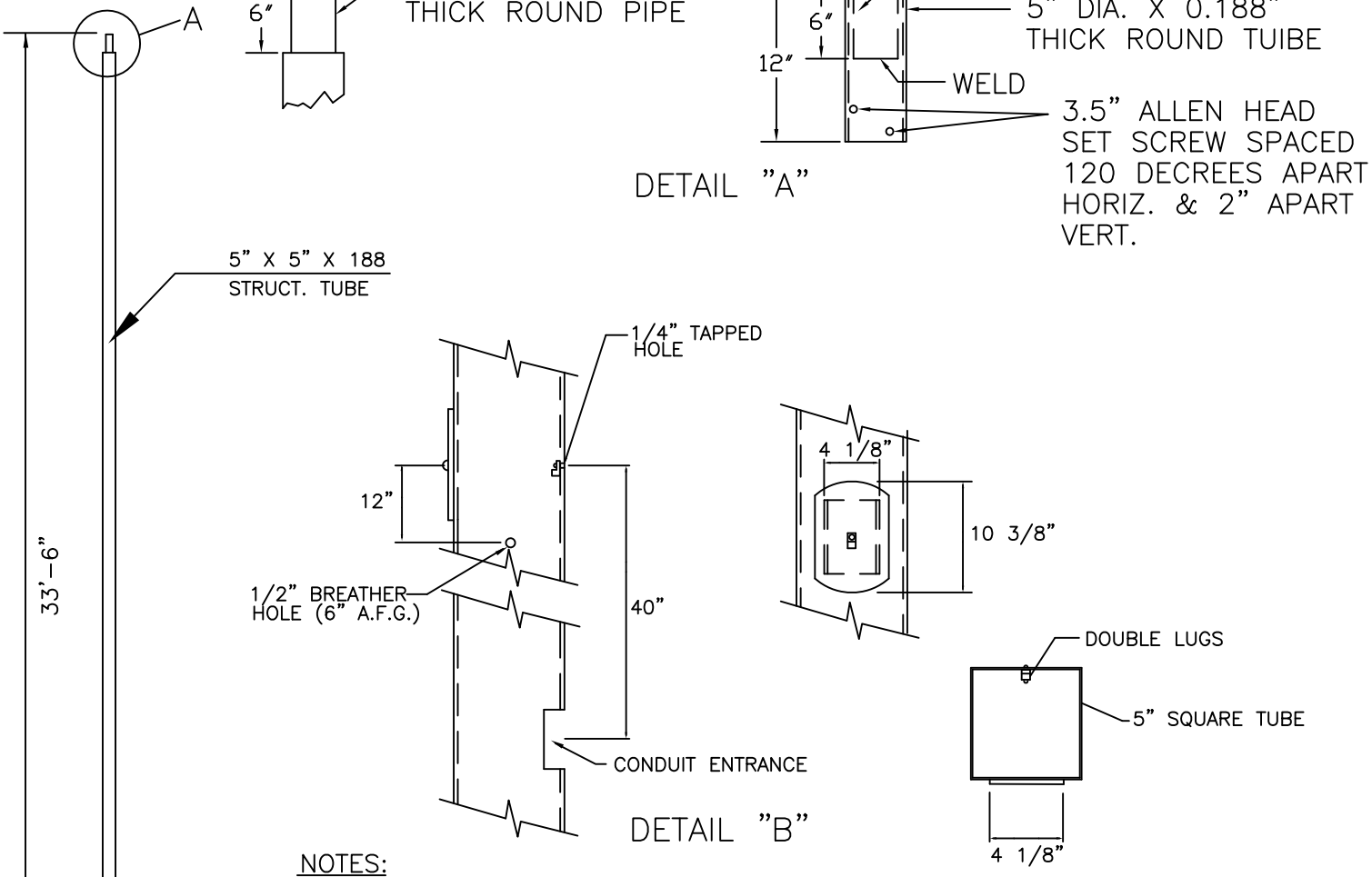
DETAIL "B"



NOTES:

1. ALL WELDS SHALL BE GROUND SMOOTH, AND ALL BURRS AND SHARP EDGE SHALL BE REMOVED PRIOR TO PAINTING.
2. ALL HARDWARE IS TO BE FURNISHED WITH POLE. HARDWARE SHALL BE CORROSION RESISTANT.
3. SURFACES TO BE PAINTED SHALL BE CLEANED OF ALL RUST, SCALE, FOREIGN MATERIAL, OIL, AND GREASE.
4. PRIMER COAT IS TO BE INTERGARD 475 EPOXY, OR APPROVED EQUIVALENT, APPLIED TO ENTIRE POLE. MINIMUM DRY COAT THICKNESS SHALL BE 2-3 MILS.
5. AFTER THE POLE HAS BEEN PRIME COATED, THE POLE BUTT SHALL BE CONFORMABLY HALF LAP TAPED WITH SCOTCH 50 CORROSION PROTECTION TAPE, OR EQUIVALENT, FROM A POINT 2" BELOW THE BREATHER HOLE TO THE BOTTOM OF THE POLE.
6. FINISH COAT SHALL BE VALSPAR 54 SERIES URETHANE (BRONZE), OR APPROVED EQUIVALENT, APPLIED FROM THE TOP OF THE POLE TO A POINT ONE FOOT BELOW THE BREATHER HOLE. MINIMUM DRY COAT THICKNESS TO BE 4 MILS.
7. INSTALL GROUNDING CONNECTOR, ILSCO TA6-S OR EQUIVALENT WITH 1/4" ROUNDHEAD ALLEN DRIVE MACHINE SCREW AND NUT.
8. SEE DETAIL H2 FOR 4 1/8" x 10 3/8" REINFORCED HANDHOLE DETAIL
9. USE SHALL BE DETERMINED BY THE TOWN OF GILBERT.

TOWN OF GILBERT REVISED 8/2008	**STREET LIGHT STANDARD** SQUARE DECORATIVE POLE RESIDENTIAL STREETS	DETAIL NO. **P1** NTS



NOTES:

1. ALL WELDS SHALL BE GROUND SMOOTH, AND ALL BURRS AND SHARP EDGE SHALL BE REMOVED PRIOR TO PAINTING.
2. ALL HARDWARE IS TO BE FURNISHED WITH POLE. HARDWARE SHALL BE CORROSION RESISTANT.
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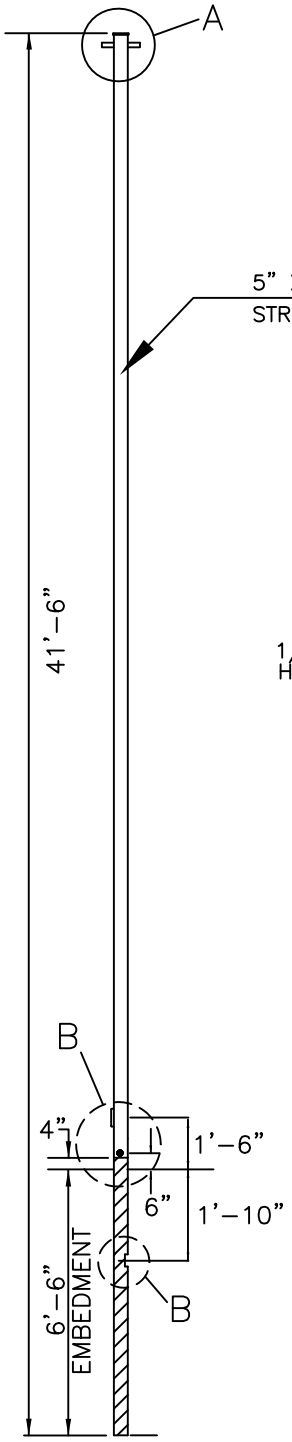
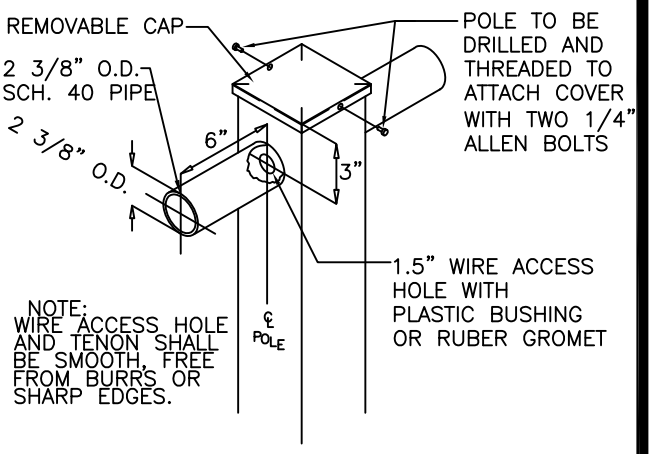
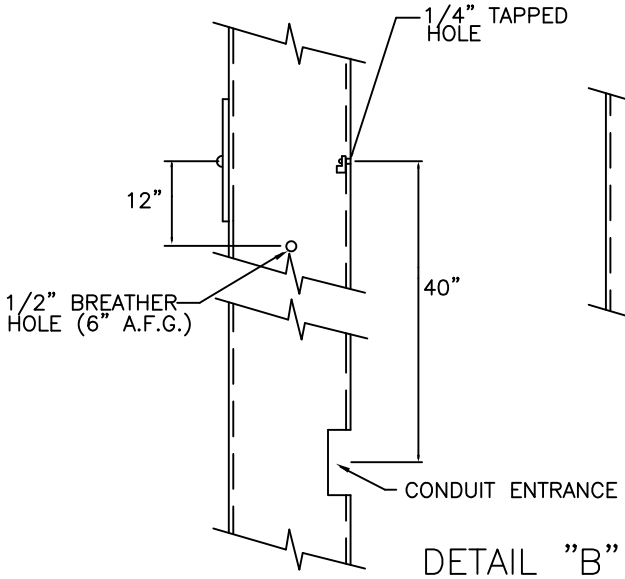
7. INSTALL GROUNDING CONNECTOR, ILSCO TA6–S OR EQUIVALENT WITH 1/4" ROUNDHEAD ALLEN DRIVE MACHINE SCREW AND NUT.
8. SEE DETAIL H2 FOR 4 1/8" x 10 3/8" REINFORCED HANDHOLE DETAIL.
9. USE SHALL BE DETERMINED BY THE TOWN OF GILBERT.

TOWN OF GILBERT REVISED 8/2008	**STREET LIGHT STANDARD** SQUARE DECORATIVE POLE ARTERIAL STREETS	DETAIL NO. **P2** NTS

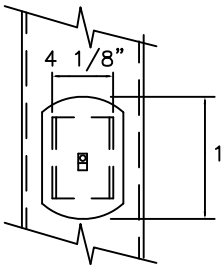


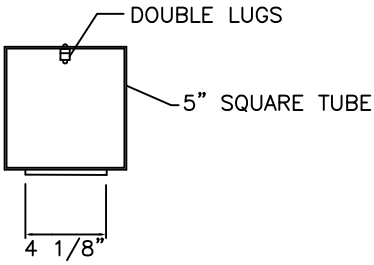


DETAIL "A"



DETAIL "B"

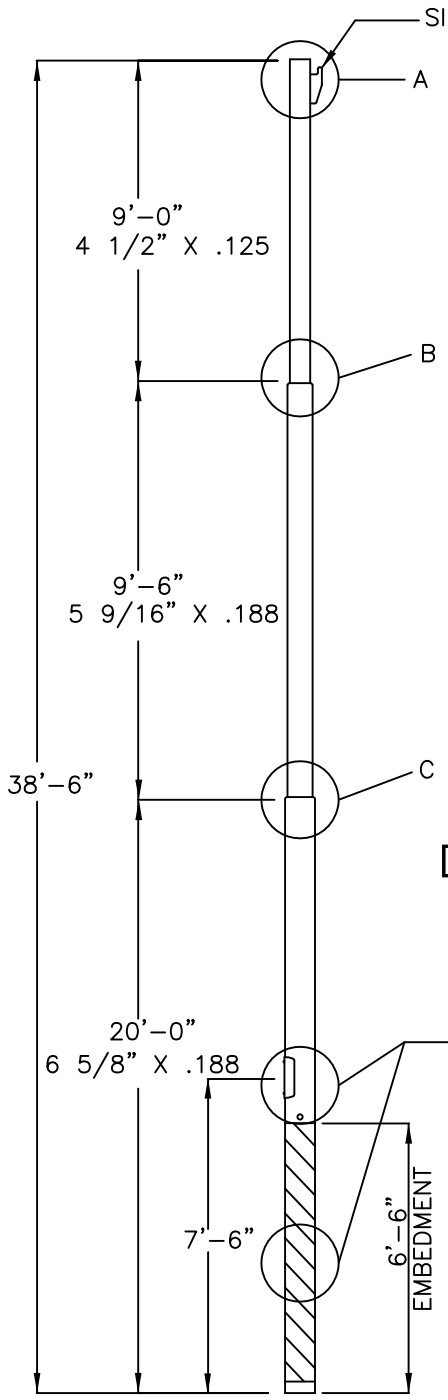


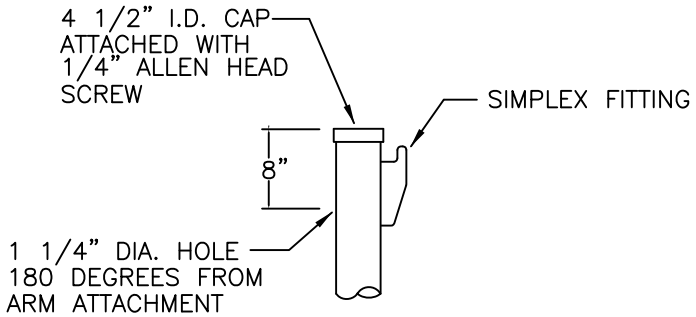


NOTES:

1. ALL WELDS SHALL BE GROUND SMOOTH, AND ALL BURRS AND SHARP EDGE SHALL BE REMOVED PRIOR TO PAINTING.
2. ALL HARDWARE IS TO BE FURNISHED WITH POLE. HARDWARE SHALL BE CORROSION RESISTANT.
3. SURFACES TO BE PAINTED SHALL BE CLEANED OF ALL RUST, SCALE, FOREIGN MATERIAL, OIL, AND GREASE.
4. PRIMER COAT IS TO BE INTERGARD 475 EPOXY, OR APPROVED EQUIVALENT, APPLIED TO ENTIRE POLE. MINIMUM DRY COAT THICKNESS SHALL BE 2-3 MILS.
5. AFTER THE POLE HAS BEEN PRIME COATED, THE POLE BUTT SHALL BE CONFORMABLY HALF LAP TAPED WITH SCOTCH 50 CORROSION PROTECTION TAPE, OR EQUIVALENT, FROM A POINT 2" BELOW THE BREATHER HOLE TO THE BOTTOM OF THE POLE.
6. FINISH COAT SHALL BE VALSPAR 54 SERIES URETHANE (BRONZE), OR APPROVED EQUIVALENT, APPLIED FROM THE TOP OF THE POLE TO A POINT ONE FOOT BELOW THE BREATHER HOLE. MINIMUM DRY COAT THICKNESS TO BE 4 MILS.
7. INSTALL GROUNDING CONNECTOR, ILSCO TA6-S OR EQUIVALENT WITH 1/4" ROUNDHEAD ALLEN DRIVE MACHINE SCREW AND NUT.
8. FASTEN COVERPLATE WITH 1/4" ROUNDHEAD ALLEN DRIVE MACHINE SCREWS. POLE TO BE DRILLED AND TAPPED TO ACCEPT THIS SCREW.
9. SEE DETAIL H2 FOR REINFORCED HANDHOLE DETAIL
10. USE SHALL BE DETERMINED BY THE TOWN OF GILBERT.

TOWN OF GILBERT REVISED 8/2008	**STREET LIGHT STANDARD** SQUARE DECORATIVE POLE ARTERIAL STREETS (MEDIAN)	DETAIL NO. **P3** NTS





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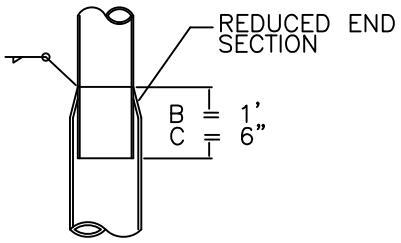
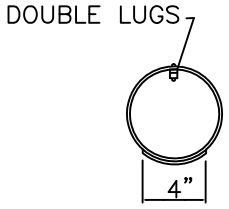
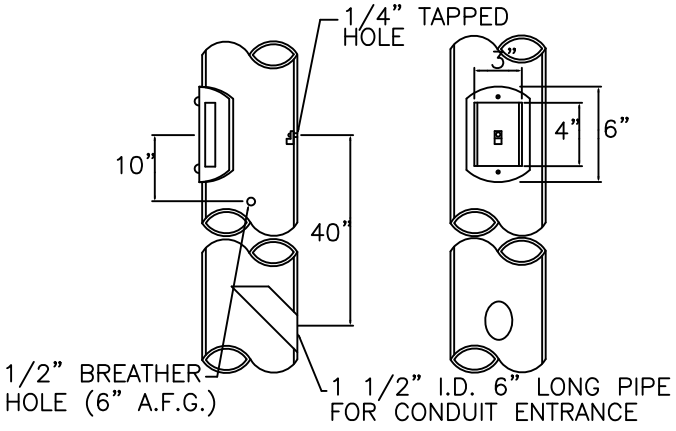




DETAIL "B" & "C"

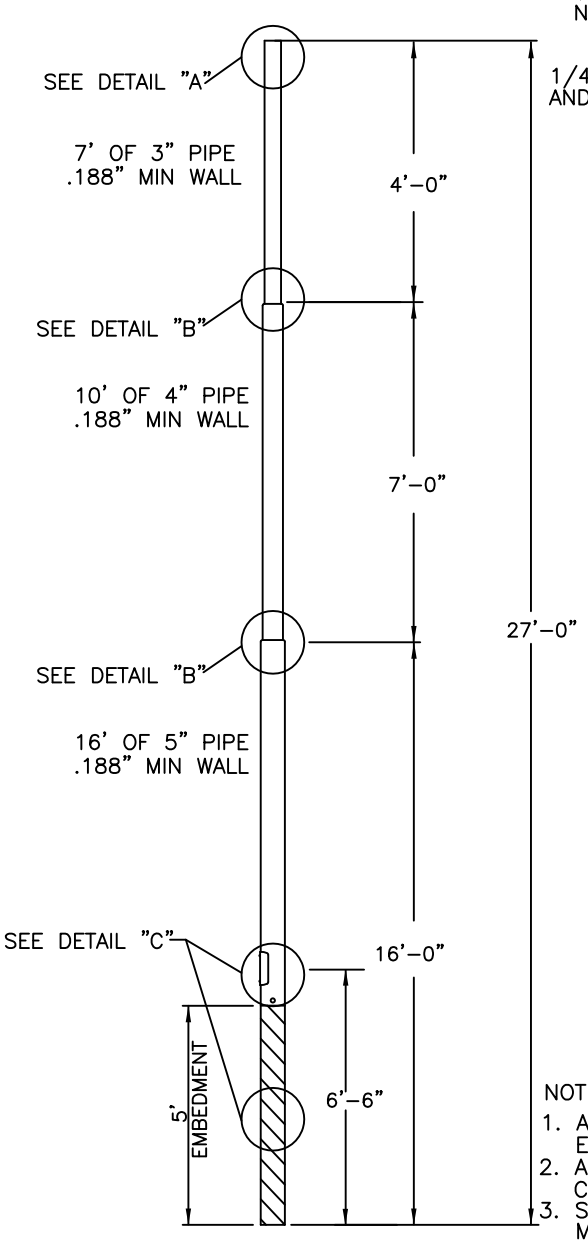


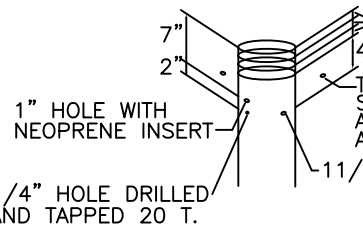
DETAIL "D"

NOTES:

1. CONDUIT ENTRANCE TO BE MADE OF 1 1/2" MIN. I.D. PIPE. IT SHALL BE FLUSH WITH FACE OF POLE AND WELDED AT A 45 DEGREE ANGLE. REMOVE ALL BURRS.
2. THE HAND HOLE TO BE 4" X 3" WITH 1 1/2" RADII. THE HAND HOLE COVER TO BE 4" X 6" X 16 GAUGE WITH 2" RADII AND BENT SLIGHTLY SMALLER THAN THE POLE. THE COVER IS TO BE SECURED WITH (2) 1/4" STAINLESS STEEL TAMPER PROOF SCREWS, SUPPLIED BY MANUFACTURER.
3. AFTER FABRICATION, THE POLE SHALL BE SANDBLASTED TO REMOVE ALL LOOSE SCALE, RUST, CORROSION PRODUCTS, GREASE, DIRT, AND OTHER FOREIGN PRODUCTS.
4. AFTER SANDBLASTING THE POLE SHALL BE GALVANIZED PER ASTM A123, LATEST EDITION, ZINC (HOT GALVANIZED) COATING ON THE PRODUCTS FABRICATED FROM ROLLED, PRESSED AND FORGED STEEL, PLATES, BARS AND STRIPS.
5. AFTER GALVANIZING, THE BOTTOM 7 FEET OF POLE SHALL BE CONFORMABLY HALF LAP TAPED WITH SCOTCH 50 CORROSION PROTECTION TAPE OR EQUIVALENT.
6. THIS POLE SHALL ONLY BE USED TO MATCH EXISTING STYLE.

TOWN OF GILBERT REVISED 1/2005	**STREET LIGHT STANDARD** ROUND POLE	DETAIL NO. **P4** NTS





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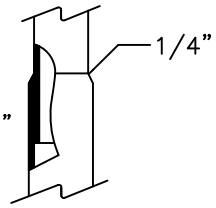

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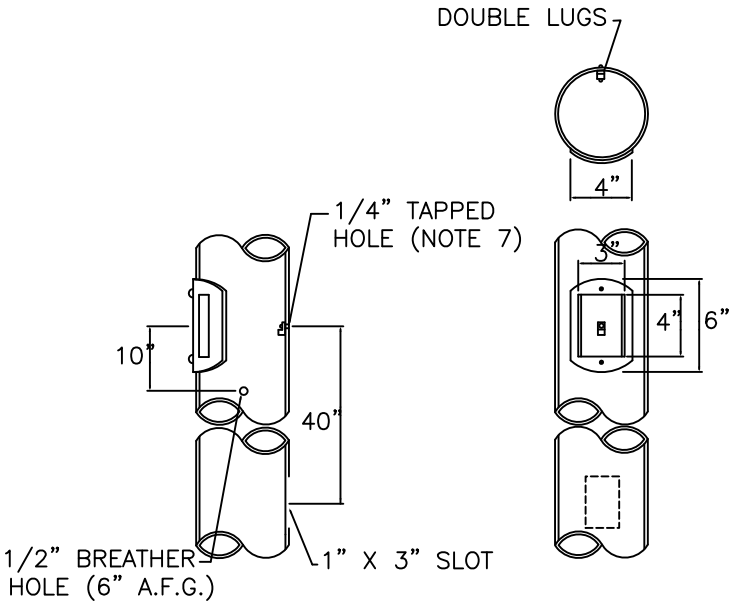
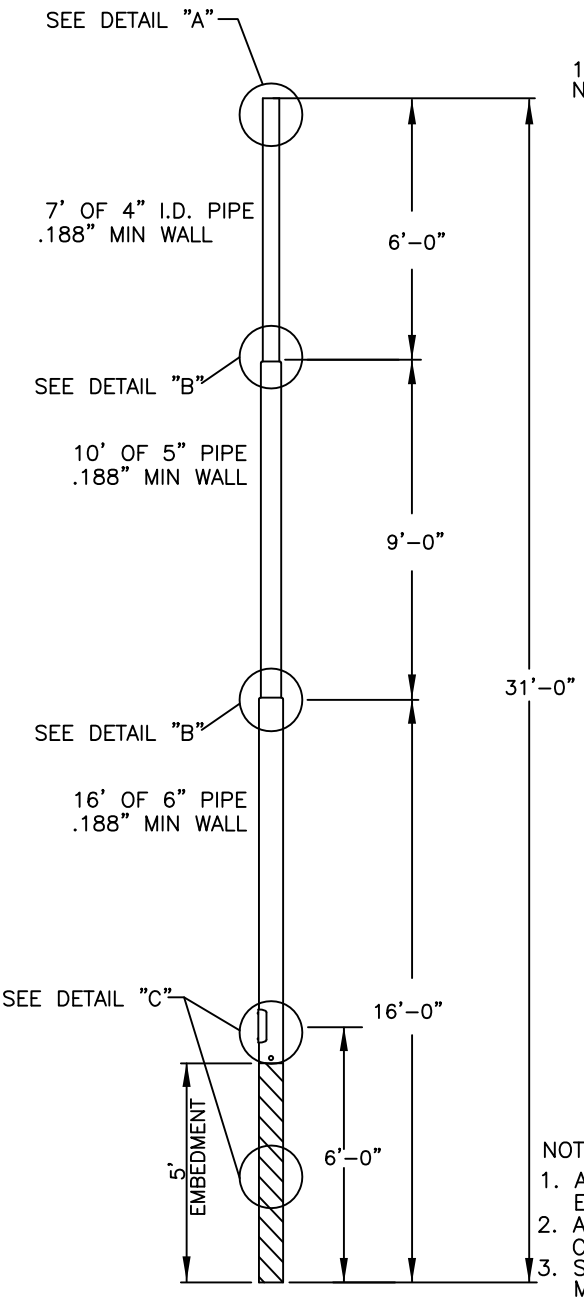


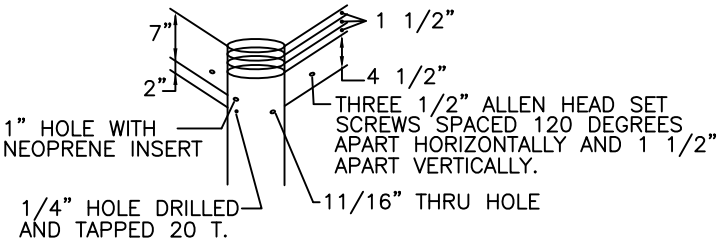
DETAIL "C"

NOTES:

1. ALL WELDS SHALL BE GROUND SMOOTH, AND ALL BURRS AND SHARP EDGES SHALL BE REMOVED PRIOR TO PAINTING.
2. ALL HARDWARE IS TO BE FURNISHED WITH POLE. HARDWARE SHALL BE CORROSION RESISTANT.
3. SURFACES TO BE PAINTED SHALL BE CLEANED OF ALL RUST, SCALE, FOREIGN MATERIAL, OIL AND GREASE.
4. PRIMER COAT IS TO BE URECAL NO. 1001, OR APPROVED EQUIVALENT, APPLIED TO ENTIRE POLE. MINIMUM DRY COAT THICKNESS SHALL BE 1 MIL.
5. AFTER THE POLE HAS BEEN PRIME COATED, THE POLE BUTT SHALL BE CONFORMABLY HALF LAP TAPED WITH SCOTCH 50 CORROSION PROTECTION TAPE, OR EQUIVALENT, FROM A POINT 2" BELOW THE BREATHER HOLE TO THE BOTTOM OF THE POLE.
6. FINISH COAT SHALL BE URECAL 9179 (GRAY) OF 96104 (BLACK), OR APPROVED EQUIVALENT, APPLIED FROM THE TOP OF THE POLE TO A POINT ONE FOOT BELOW THE BREATHER HOLE. MINIMUM DRY COAT THICKNESS TO BE 2 MILS.
7. INSTALL GROUNDING CONNECTOR, ILSCO TA6-S OR EQUIVALENT WITH 1/4" ROUNDHEAD ALLEN DRIVE MACHINE SCREW AND NUT.
8. FASTEN COVERPLATE WITH 1/4" ROUNDHEAD ALLEN DRIVE MACHINE SCREWS. POLE TO BE DRILLED AND TAPPED TO ACCEPT THIS SCREW.

TOWN OF GILBERT REVISED 1/2005	**STREET LIGHT STANDARD** 27' ROUND POLE	DETAIL NO. **P5** NTS





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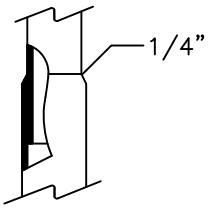

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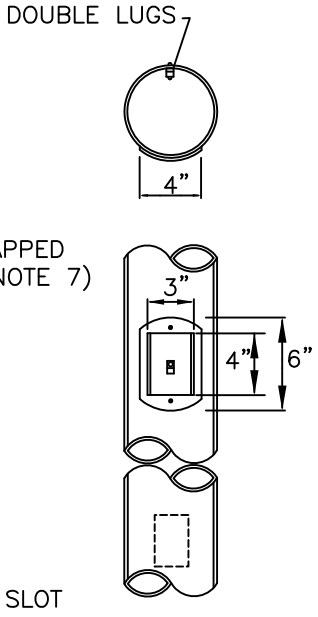
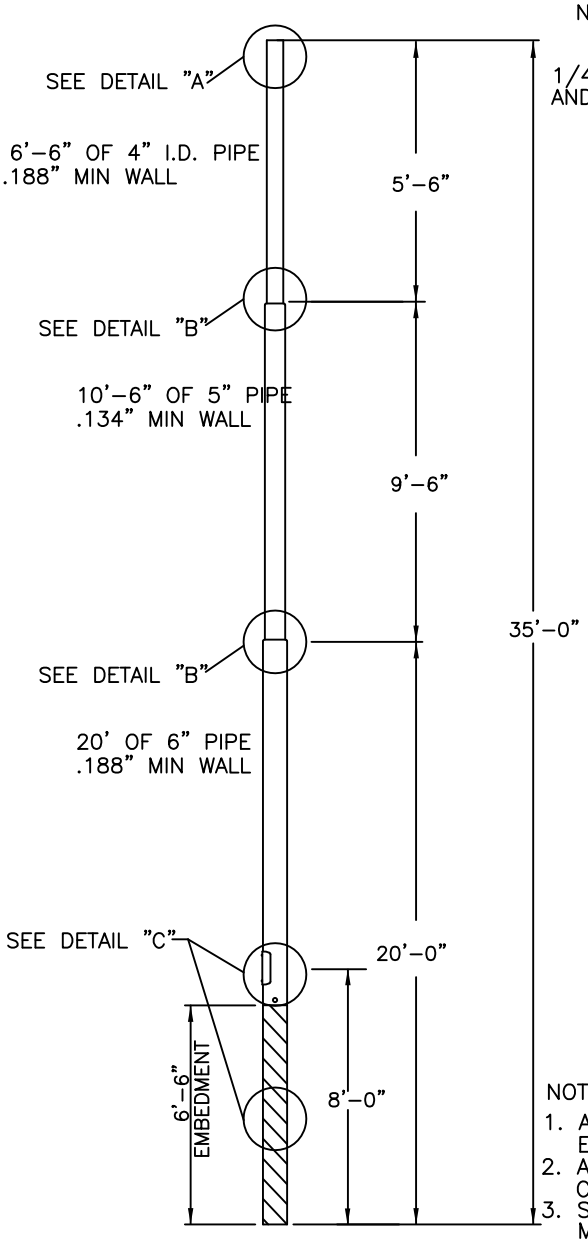


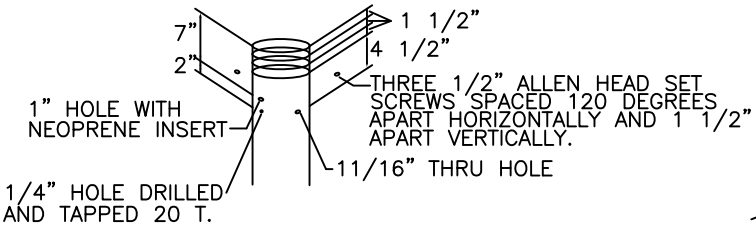
DETAIL "C"

NOTES:

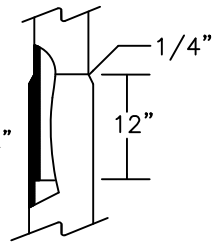
1. ALL WELDS SHALL BE GROUND SMOOTH, AND ALL BURRS AND SHARP EDGES SHALL BE REMOVED PRIOR TO PAINTING.
2. ALL HARDWARE IS TO BE FURNISHED WITH POLE. HARDWARE SHALL BE CORROSION RESISTANT.
3. SURFACES TO BE PAINTED SHALL BE CLEANED OF ALL RUST, SCALE, FOREIGN MATERIAL, OIL AND GREASE.
4. PRIMER COAT IS TO BE URECAL NO. 1001, OR APPROVED EQUIVALENT, APPLIED TO ENTIRE POLE. MINIMUM DRY COAT THICKNESS SHALL BE 1 MIL.
5. AFTER THE POLE HAS BEEN PRIME COATED, THE POLE BUTT SHALL BE CONFORMABLY HALF LAP TAPED WITH SCOTCH 50 CORROSION PROTECTION TAPE, OR EQUIVALENT, FROM A POINT 2" BELOW THE BREATHER HOLE TO THE BOTTOM OF THE POLE.
6. FINISH COAT SHALL BE URECAL 9179 (GRAY) OF 96104 (BLACK), OR APPROVED EQUIVALENT, APPLIED FROM THE TOP OF THE POLE TO A POINT ONE FOOT BELOW THE BREATHER HOLE. MINIMUM DRY COAT THICKNESS TO BE 2 MILS.
7. INSTALL GROUNDING CONNECTOR, ILSCO TA6-S OR EQUIVALENT WITH 1/4" ROUNDHEAD ALLEN DRIVE MACHINE SCREW AND NUT.
8. FASTEN COVERPLATE WITH 1/4" ROUNDHEAD ALLEN DRIVE MACHINE SCREWS. POLE TO BE DRILLED AND TAPPED TO ACCEPT THIS SCREW.
9. POLE SHALL ONLY BE USED TO MATCH EXISTING STYLE.

TOWN OF GILBERT REVISED 1/2005	**STREET LIGHT STANDARD** 31' ROUND POLE	DETAIL NO. **P6** NTS





DETAIL "A"



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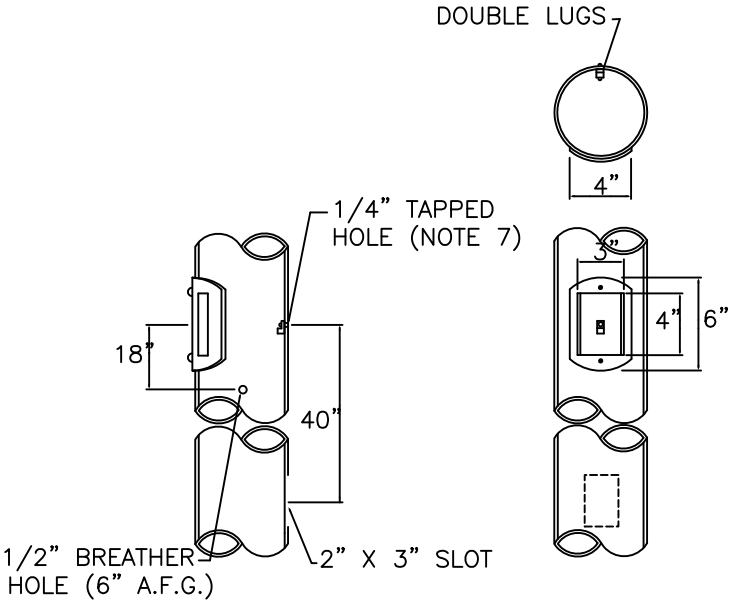

DETAIL "C"

NOTES:

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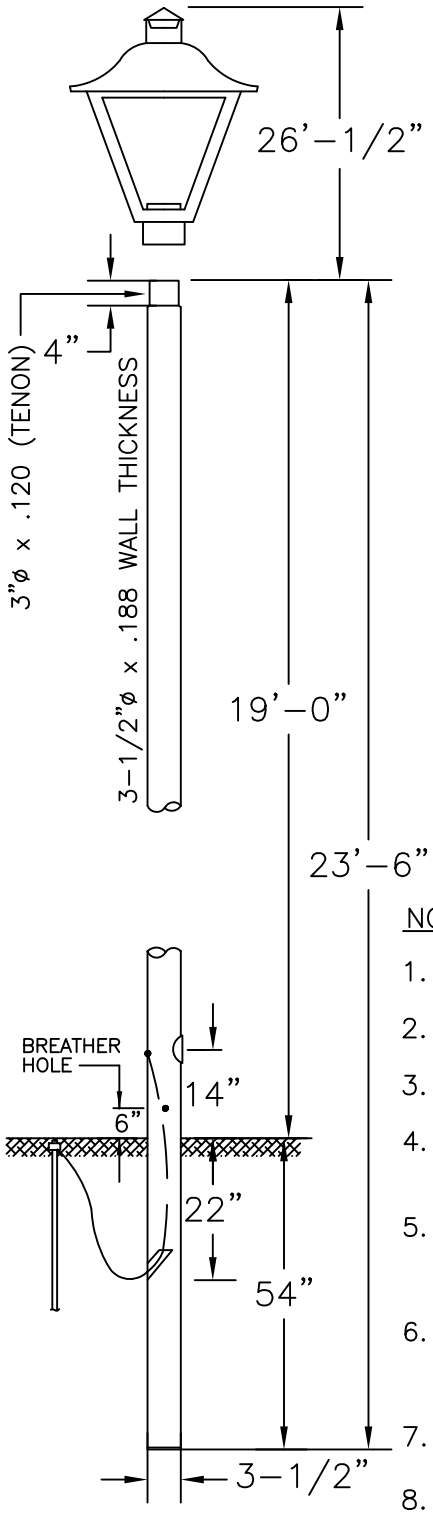
7. INSTALL GROUNDING CONNECTOR, ILSCO TA6-S OR EQUIVALENT WITH 1/4" ROUNDHEAD ALLEN DRIVE MACHINE SCREW AND NUT.
8. FASTEN COVERPLATE WITH 1/4" ROUNDHEAD ALLEN DRIVE MACHINE SCREWS. POLE TO BE DRILLED AND TAPPED TO ACCEPT THIS SCREW.
9. ALL PIPE TO BE ASTM A538 MINIMUM WITH MINIMUM YIELD STRENGTH OF 36,000 PSI.
10. POLE SHALL ONLY BE USED TO MATCH EXISTING STYLE.

TOWN OF GILBERT REVISED 1/2005	**STREET LIGHT STANDARD** 35' ROUND POLE	DETAIL NO. **P7** NTS



WATTS	TYPE	VOLTS	INITIAL LUMENS	MOUNTING HEIGHT
150	HPS	120	16000	20'–4"

APPROVED MANUFACTURERS:
AMERICAN ELECTRIC
150 WATT HPS – 247–56762–6
GENERAL ELECTRIC
150 WATT HPS – TRCR15S1M2GMC2BL

QTY	MATERIAL LIST FOR EACH POLE
1	CLAMP GROUND ROD 5/8
1	ROD COPPERCLAD GRD 5/8 X 8
1	WIRE BARE #6 SOLID CU
1	POLE 23'–6" STEEL
1	CONTROL PHOTO–ELECT 120V
1	LUMINAIRE 150W HPS
1	LAMP 150W HPS

NOTES:

1. ALL WELDS SHALL BE GROUND SMOOTH, AND ALL BURRS AND SHARP EDGE SHALL BE REMOVED PRIOR TO PAINTING.
2. ALL HARDWARE IS TO BE FURNISHED WITH POLE. HARDWARE SHALL BE CORROSION RESISTANT.
3. SURFACES TO BE PAINTED SHALL BE CLEANED OF ALL RUST, SCALE, FOREIGN MATERIAL, OIL, AND GREASE.
4. PRIMER COAT IS TO BE INTERGARD 475 EPOXY, OR APPROVED EQUIVALENT, APPLIED TO ENTIRE POLE. MINIMUM DRY COAT THICKNESS SHALL BE 2–3 MILS.
5. AFTER THE POLE HAS BEEN PRIME COATED, THE POLE BUTT SHALL BE CONFORMABLY HALF LAP TAPED WITH SCOTCH 50 CORROSION PROTECTION TAPE, OR EQUIVALENT, FROM A POINT 2" BELOW THE BREATHER HOLE TO THE BOTTOM OF THE POLE.
6. FINISH COAT SHALL BE VALSPAR 54 SERIES URETHANE (BLACK), OR APPROVED EQUIVALENT, APPLIED FROM THE TOP OF THE POLE TO A POINT ONE FOOT BELOW THE BREATHER HOLE. MINIMUM DRY COAT THICKNESS TO BE 4 MILS.
7. INSTALL GROUNDING CONNECTOR, ILSCO TA6–S OR EQUIVALENT WITH 1/4" ROUNDHEAD ALLEN DRIVE MACHINE SCREW AND NUT.
8. FASTEN COVERPLATE WITH 1/4" ROUNDHEAD ALLEN DRIVE MACHINE SCREWS. POLE TO BE DRILLED AND TAPPED TO ACCEPT THIS SCREW.
9. USE SHALL BE DETERMINED BY THE TOWN OF GILBERT.
10. ADJUST PHOTO EYE TO FACE NORTH.

TOWN OF GILBERT	STREET LIGHT STANDARD	DETAIL NO.
REVISED 1/2005	POST TOP STREET LIGHT RESIDENTIAL STREETS	P8 NTS

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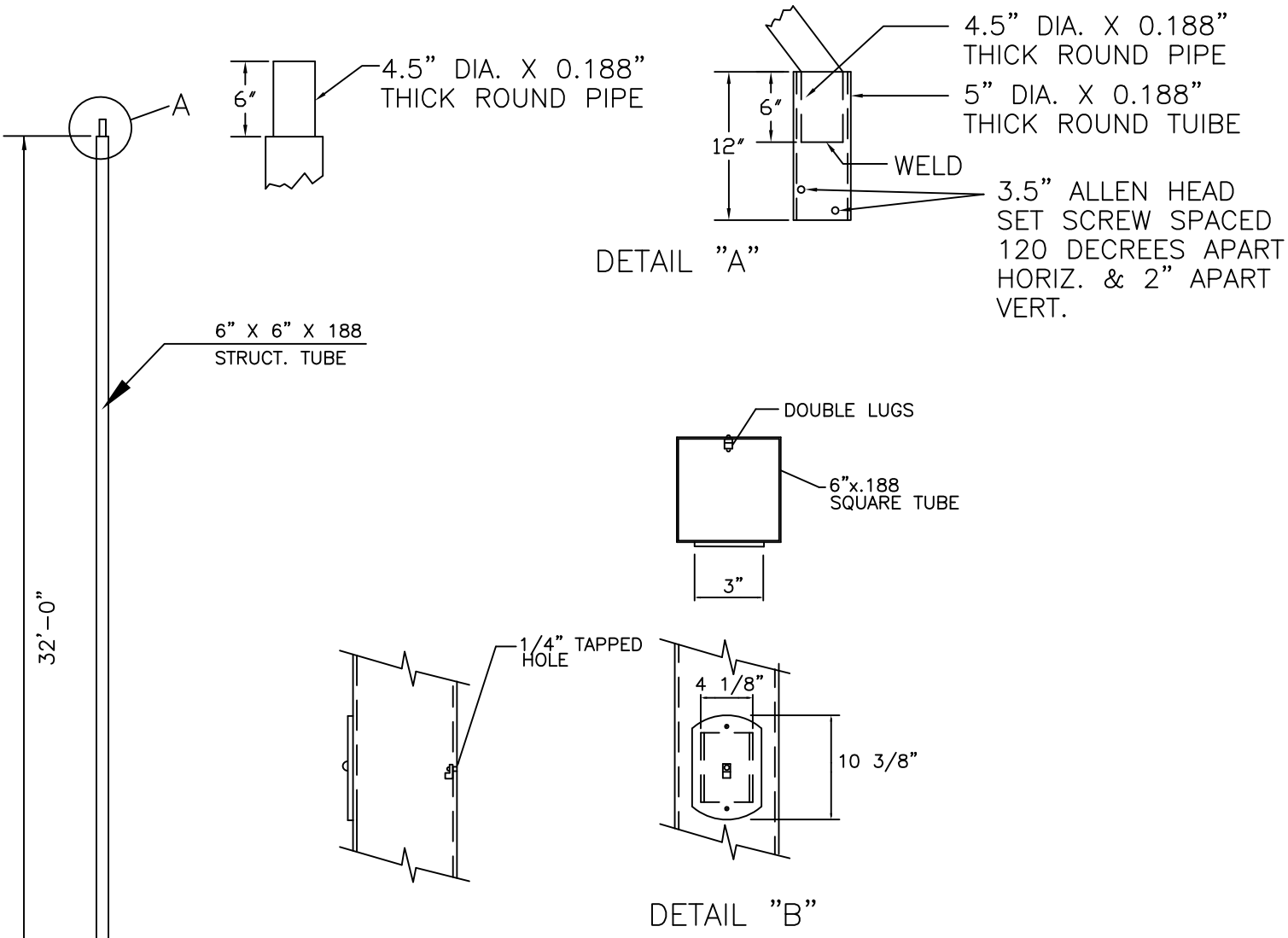
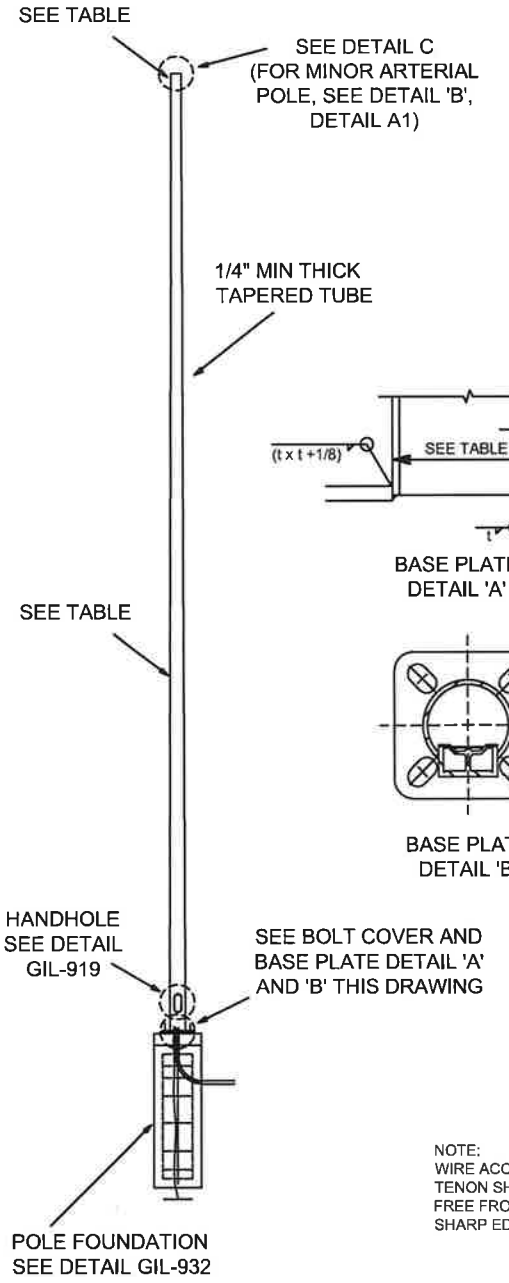


NOTES:

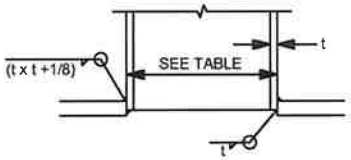
1. ALL WELDS SHALL BE GROUND SMOOTH, AND ALL BURRS AND SHARP EDGE SHALL BE REMOVED PRIOR TO PAINTING.
2. ALL HARDWARE IS TO BE FURNISHED WITH POLE. HARDWARE SHALL BE CORROSION RESISTANT.
3. SURFACES TO BE PAINTED SHALL BE CLEANED OF ALL RUST, SCALE, FOREIGN MATERIAL, OIL, AND GREASE.
4. PRIMER COAT IS TO BE INTEGARD 475 EPOXY, OR APPROVED EQUIVALENT, APPLIED TO ENTIRE POLE. MINIMUM DRY COAT THICKNESS SHALL BE 2–3 MIL.
5. FINISH COAT SHALL BE VALSPAR 54 SERIES URETHANE (BRONZE), OR APPROVED EQUIVALENT. MINIMUM DRY COAT THICKNESS TO BE 4 MILS.
6. INSTALL GROUNDING CONNECTOR, ILSCO TA6–S OR EQUIVALENT WITH 1/4" ROUNDHEAD ALLEN DRIVE MACHINE SCREW AND NUT.
7. SEE DETAIL H2 FOR 3"x5" REINFORCED HAND HOLE DETAIL.
8. BASE PLATE SHALL BE 1"x12"x12" WITH 1–1/4"ø HOLES ON 12–1/2" B.C.
9. USE SHALL BE DETERMINED BY THE TOWN OF GILBERT.

TOWN OF GILBERT REVISED 8/2008	**STREET LIGHT STANDARD** SQUARE DECORATIVE POLE ARTERIAL STREETS	DETAIL NO. **P9** NTS

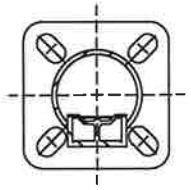


DATA TABLE

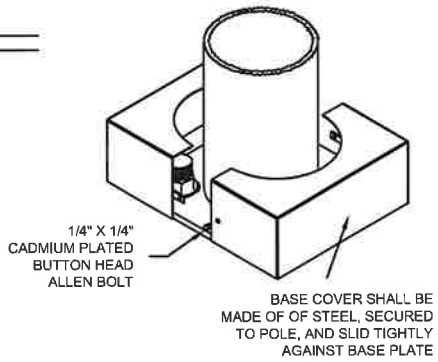
LOCATION	LUMINAIRE MTG. HGT.	POLE HGT.	HANDHOLE HGT.	BASE O.D. PIPE	TOP O.D. PIPE	MAST ARM LENGTH	ARM RISE	GROUNDING DETAIL	FOUNDATION TYPE
RESIDENTIAL & COLLECTOR	32'-0"	32'-0"	1'-0"	0'-8 1/2"	0'-4"	SINGLE TENON & BOX		GIL-941 GIL-942	GIL-932
MINOR ARTERIAL	40'-0"	32'-0"	1'-0"	0'-8 1/2"	0'-4"	SEE NOTE 9	8'-0"	GIL-941 GIL-942	GIL-932
MAJOR ARTERIAL	40'-0"	40'-0"	1'-6"	0'-9 5/8"	0'-4"	DOUBLE TENON & BOX		GIL-941 GIL-942	GIL-932



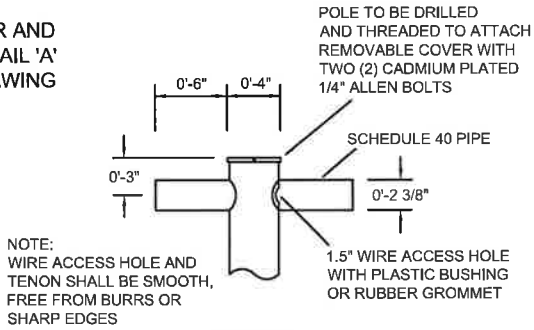
BASE PLATE
DETAIL 'A'



BASE PLATE
DETAIL 'B'



BOLT COVER
DETAIL



TENON
DETAIL 'C'

NOTES:

1. ALL WELDS SHALL BE GROUND SMOOTH, AND ALL BURRS AND SHARP EDGES SHALL BE REMOVED PRIOR TO POWDER COATING.
2. ALL HARDWARE IS TO BE FURNISHED WITH POLE. HARDWARE SHALL BE CORROSION RESISTANT.
3. SURFACES TO BE PAINTED SHALL BE CLEANED OF ALL RUST, SCALE, FOREIGN MATTER, OIL AND GREASE.
4. PRIMER COAT IS TO BE TNEMEC SERIES N27 (DARK BRONZE) F.C.TYPOXY, OR APPROVED EQUIVALENT, APPLIED TO ENTIRE POLE. MINIMUM DRY COAT THICKNESS TO BE 3-5 MILS.
5. FINISH COAT SHALL BE TNEMEC SERIES 73-IN03 (DARK BRONZE) ENDURA- SHIELD, OR APPROVED EQUIVALENT. MINIMUM DRY COAT THICKNESS TO BE 2-3 MILS.
6. INSTALL GROUNDING CONNECTOR, ILSCO TA6-S OR EQUIVALENT WITH 1/4" ROUNDHEAD ALLEN DRIVE MACHINE SCREW AND NUT.
7. SEE DETAIL GIL-919 FOR REINFORCED HAND HOLE DETAIL.
8. BASE PLATE SHALL BE 1" X 12" X 12" WITH 1-1/4" ELONGATED HOLES ON 12-1/2" B.C.
9. SEE DETAIL GIL-921 FOR MINOR ARTERIAL MAST ARM LENGTH.
10. ALL SUBMITTALS SHALL BE SEALED BY A LICENSED PROFESSIONAL ENGINEER.
11. A STAINLESS STEEL TAG SHALL BE PERMANENTLY ATTACHED TO THE POLE ABOVE THE HAND HOLE STATING THE MANUFACTURER'S NAME AND DATE MANUFACTURED

GILBERT ARIZONA

STANDARD DETAIL

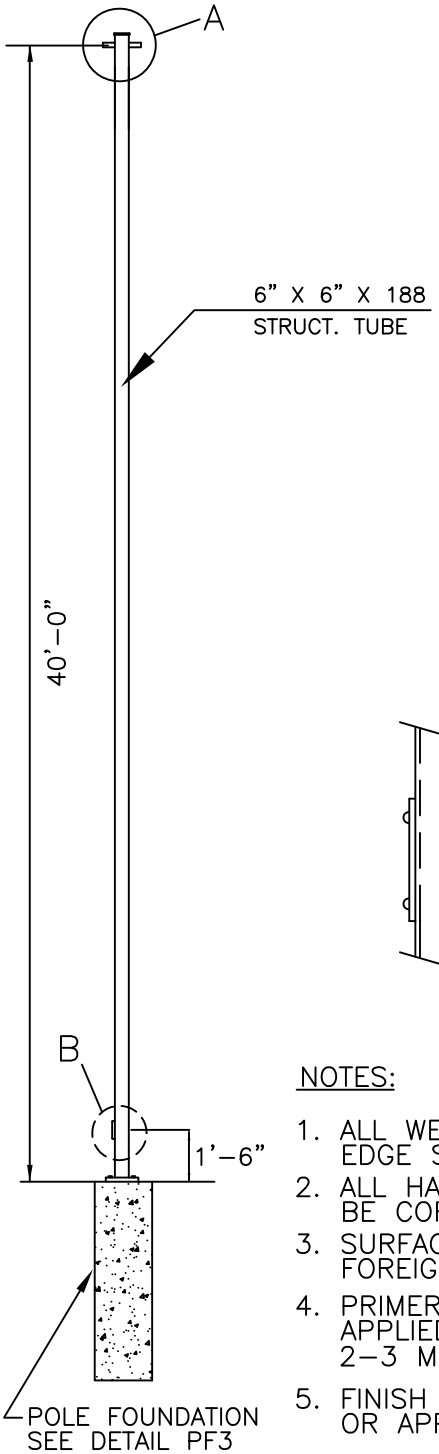
STREET LIGHT STANDARD ROUND TAPERED POLE

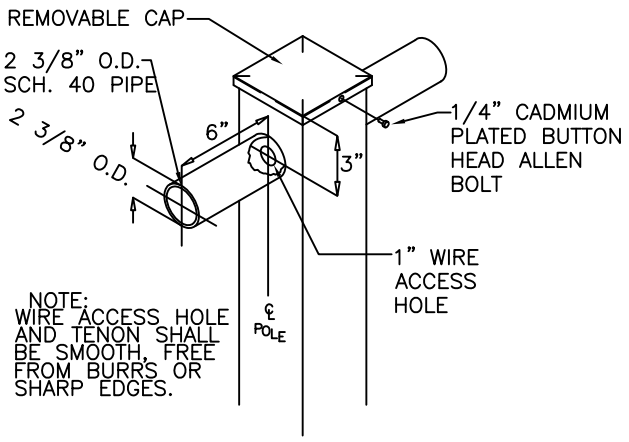
APPROVED

TOWN ENGINEER

2-27-14
DATE

DETAIL NO.
GIL-901





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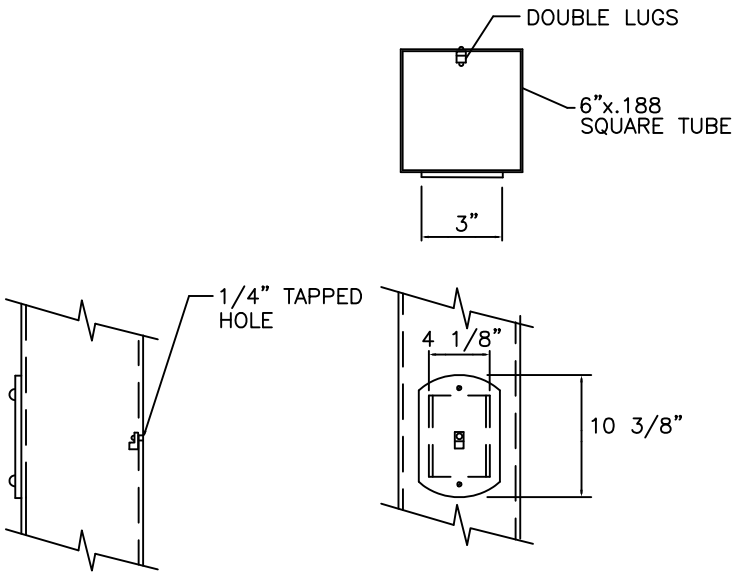
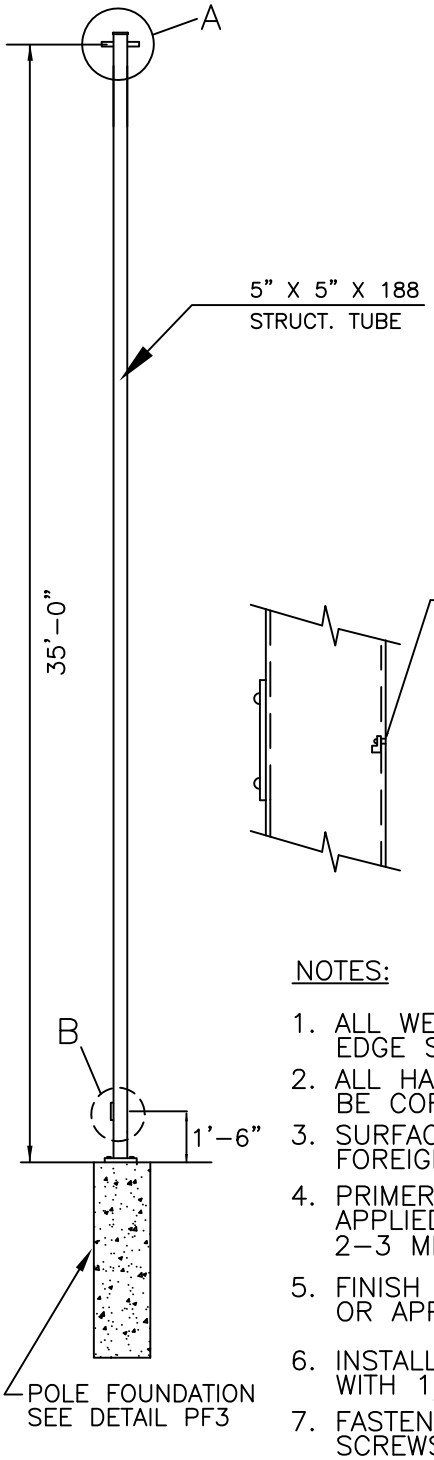


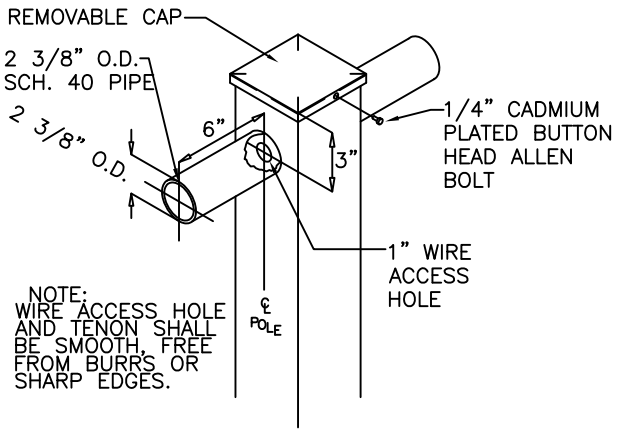
DETAIL "B"

NOTES:

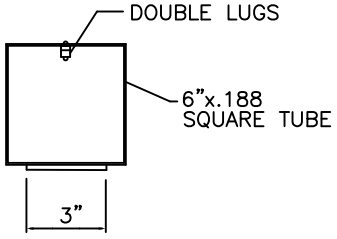
1. ALL WELDS SHALL BE GROUND SMOOTH, AND ALL BURRS AND SHARP EDGE SHALL BE REMOVED PRIOR TO PAINTING.
2. ALL HARDWARE IS TO BE FURNISHED WITH POLE. HARDWARE SHALL BE CORROSION RESISTANT.
3. SURFACES TO BE PAINTED SHALL BE CLEANED OF ALL RUST, SCALE, FOREIGN MATERIAL, OIL, AND GREASE.
4. PRIMER COAT IS TO BE INTEGARD 475 EPOXY, OR APPROVED EQUIVALENT, APPLIED TO ENTIRE POLE. MINIMUM DRY COAT THICKNESS SHALL BE 2-3 MIL.
5. FINISH COAT SHALL BE VALSPAR 54 SERIES URETHANE (BRONZE), OR APPROVED EQUIVALENT. MINIMUM DRY COAT THICKNESS TO BE 4 MILS.
6. INSTALL GROUNDING CONNECTOR, ILSCO TA6-S OR EQUIVALENT WITH 1/4" ROUNDHEAD ALLEN DRIVE MACHINE SCREW AND NUT.
7. FASTEN COVERPLATE WITH 1/4" ROUNDHEAD ALLEN DRIVE MACHINE SCREWS. POLE TO BE DRILLED AND TAPPED TO ACCEPT THIS SCREW.
8. BASE PLATE SHALL BE 1"x12"x12" WITH 1-1/4"ø HOLES ON 12-1/2" B.C.
9. USE SHALL BE DETERMINED BY THE TOWN OF GILBERT.
10. SEE DETAIL H2 FOR 3"x5" REINFORCED HAND HOLE DETAIL.

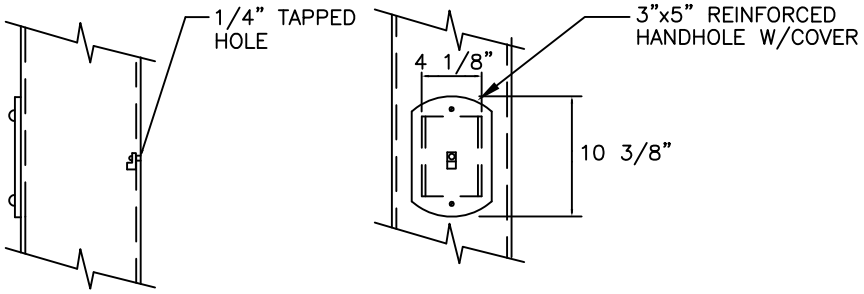
TOWN OF GILBERT REVISED 8/2008	**STREET LIGHT STANDARD** SQUARE DECORATIVE POLE ARTERIAL STREETS (MEDIAN)	DETAIL NO. **P10** NTS





DETAIL "A"





DETAIL "B"

NOTES:

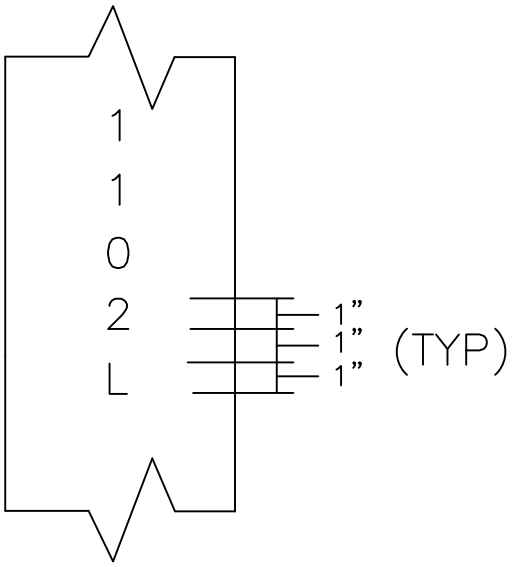
1. ALL WELDS SHALL BE GROUND SMOOTH, AND ALL BURRS AND SHARP EDGE SHALL BE REMOVED PRIOR TO PAINTING.
2. ALL HARDWARE IS TO BE FURNISHED WITH POLE. HARDWARE SHALL BE CORROSION RESISTANT.
3. SURFACES TO BE PAINTED SHALL BE CLEANED OF ALL RUST, SCALE, FOREIGN MATERIAL, OIL, AND GREASE.
4. PRIMER COAT IS TO BE INTEGARD 475 EPOXY, OR APPROVED EQUIVALENT, APPLIED TO ENTIRE POLE. MINIMUM DRY COAT THICKNESS SHALL BE 2–3 MIL.
5. FINISH COAT SHALL BE VALSPAR 54 SERIES URETHANE (BRONZE), OR APPROVED EQUIVALENT. MINIMUM DRY COAT THICKNESS TO BE 4 MILS.
6. INSTALL GROUNDING CONNECTOR, ILSCO TA6–S OR EQUIVALENT WITH 1/4" ROUNDHEAD ALLEN DRIVE MACHINE SCREW AND NUT.
7. FASTEN COVERPLATE WITH 1/4" ROUNDHEAD ALLEN DRIVE MACHINE SCREWS. POLE TO BE DRILLED AND TAPPED TO ACCEPT THIS SCREW.
8. BASE PLATE SHALL BE 1"x12"x12" WITH 1–1/4"ø HOLES ON 12–1/2" B.C.
9. USE SHALL BE DETERMINED BY THE TOWN OF GILBERT.
10. SEE DETAIL H1 FOR 3"x5" REINFORCED HAND HOLE DETAIL.
11. POLE SHALL ONLY BE USED WITH 250W LUMINAIRE.

TOWN OF GILBERT	STREET LIGHT STANDARD 35' SQUARE DECORATIVE POLE ARTERIAL STREETS (MEDIAN)	DETAIL NO. P10A NTS
REVISED 8/2008		

CHARACTERS
STENCILLED ONTO POLE WITH
FLAT BLACK ENAMEL PAINT

VINYL LETTERS ALSO ACCEPTABLE

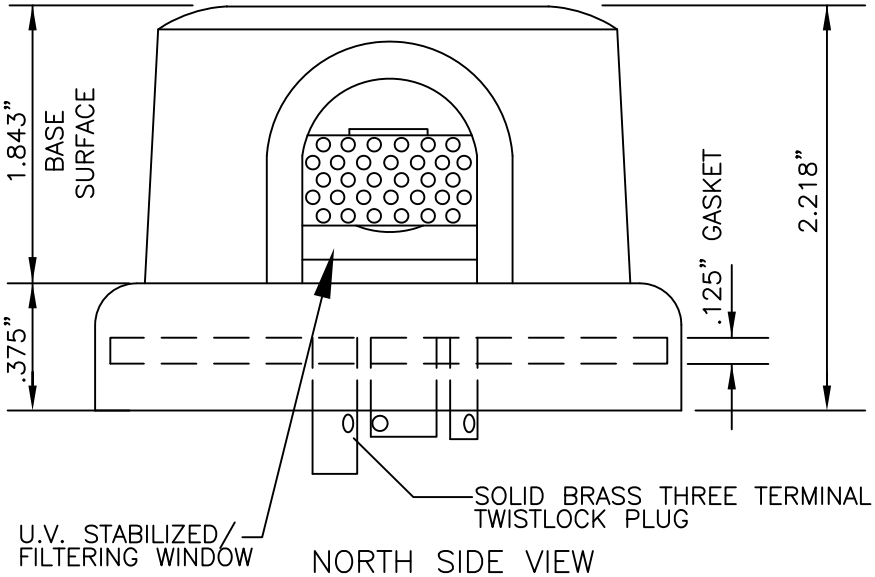
8'–0" ABOVE CURB



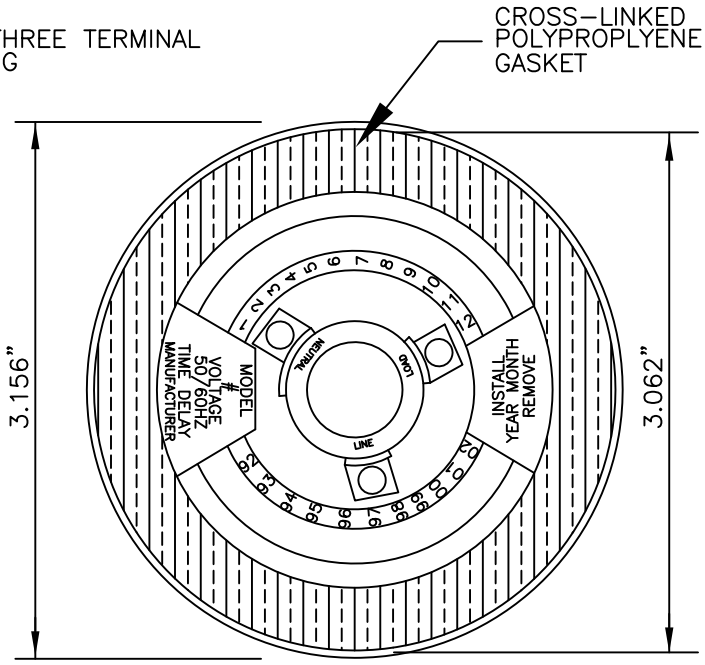
*POLE ADDRESS LOCATIONS
ON STREET SIDE OF POLE

*IF IN SRP AREAS, LETTERING IS DONE BY CONTRACTOR.

TOWN OF GILBERT REVISED 8/2008	**STREET LIGHT STANDARD** POLE NUMBER DETAIL	DETAIL NO. PA1 NTS



NORTH SIDE VIEW



BOTTOM VIEW

NOTES:

PHYSICAL

SIZE	SEE DRAWING
WEIGHT	APPROX. 7 OZ. GROSS
CHASSIS	MOLDED PHENOLIC WITH 3 POLE TWISTLOCK PLUG WITH CROSS LINKED POLYETHYLENE GASKET.
HOUSING	U.V. STABILIZED POLYPROPYLENE WITH ACRYLIC WINDOW WITH ULTRAVIOLET INHIBITOR.
COLOR	DARK BRONZE OR BLUE

ELECTRICAL

SUPPLY VOLTAGE	105-130 VOLTS, 50/60HZ AC
RATINGS LOAD	1800VA MAX. SPST, N.C.
INRUSH CURRENT	130 AMPERES AT 120 VOLTS 65 AMPERES AT 240 VOLTS
OPERATING LEVELS	TURN ON AVERAGE 1FC. .2FC TURN ON MAXIMUM 1.8FC± RATIO AVERAGE 3
CONTROL POWER	3.2 WATTS, MAX. (2.75 AVERAGE) AT 240 VAC.
DIELECTRICAL STRENGTH	5 KV MIN. BETWEEN ANY CURRENT CARRYING PART AND METAL MOUNTING SURFACE.
LIGHT ARRESTOR	DELUXE-CONTROLLED TYPE EXPULSION ENCLOSED 2.0 KV SPARK OVER MIN. TYPE 10,000 AMPS FOLLOW THROUGH
PHOTOCELL	HERMETICALLY SEALED CDS CELL, MINIMUM SURFACE AREA .75 SQUARE INCHES
TIME DELAY	INSTANT

ENVIRONMENTAL

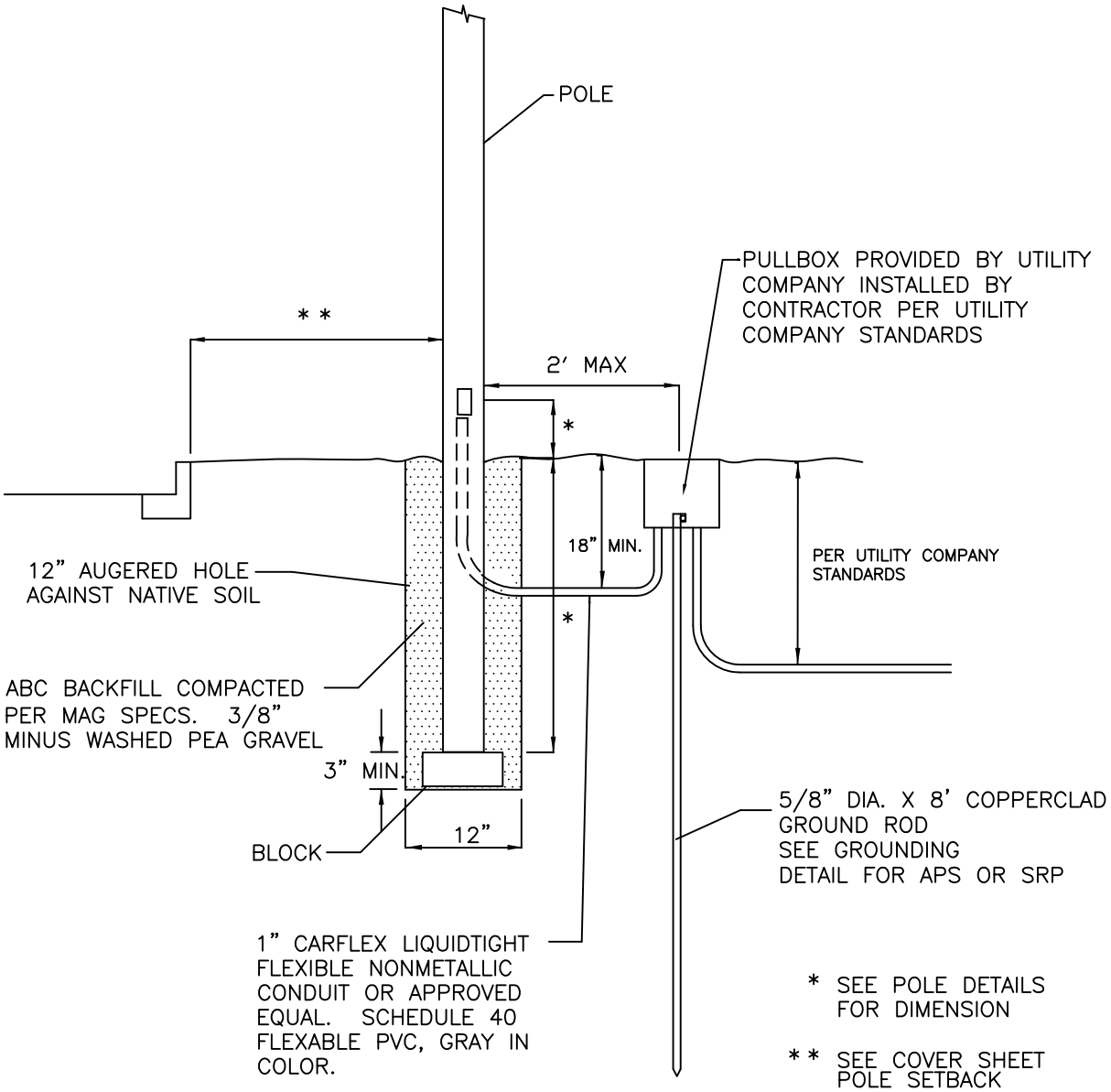
AMBIENT TEMPERATURE RANGE	-65 DEGREES FAHRENHEIT TO +158 DEGREES FAHRENHEIT
MOISTURE RESISTANCE	100% RELATIVE HUMIDITY

APPROVED MANUFACTURERS:

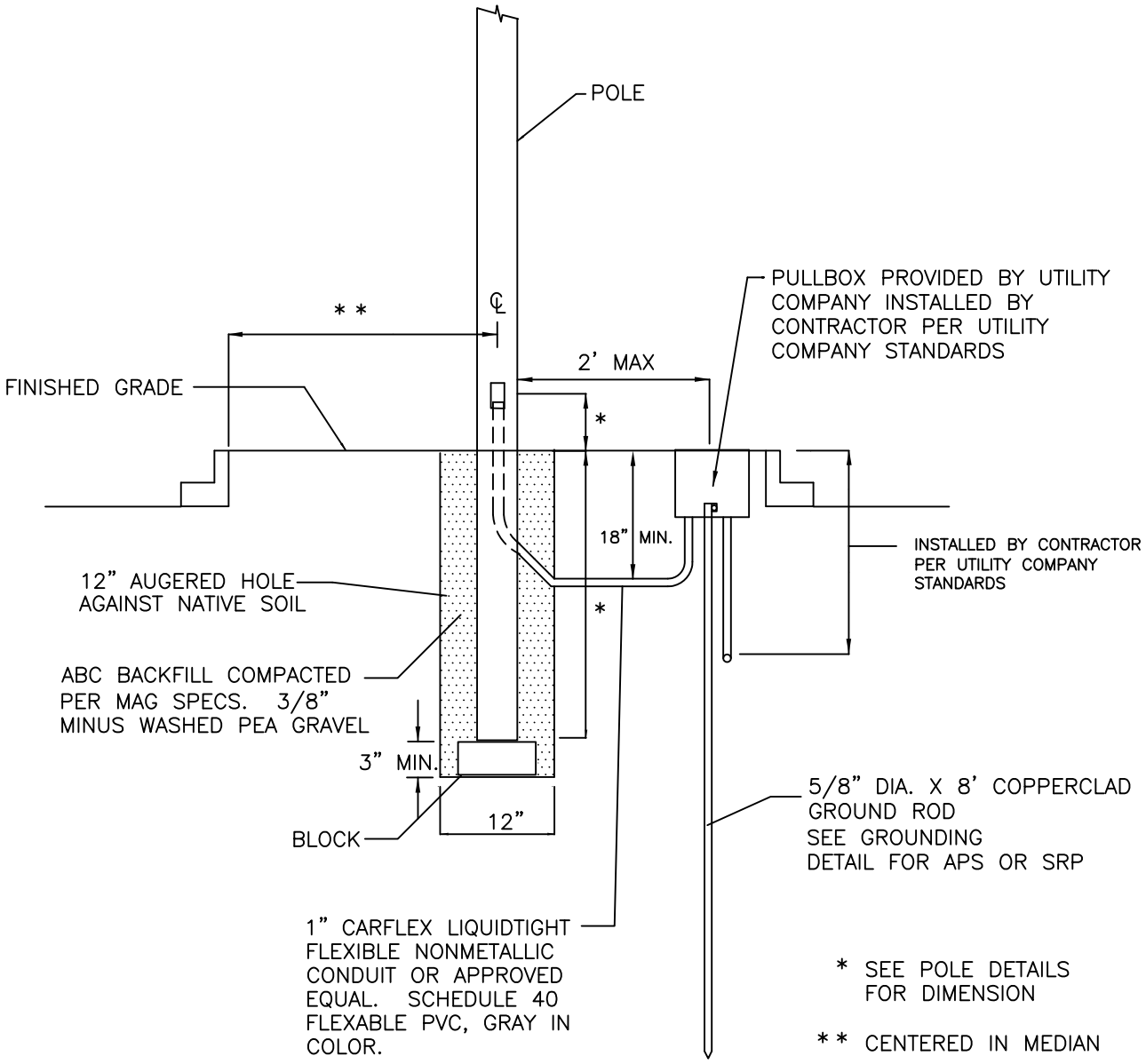
FISHER PIERCE

120V 7762-EPSTD

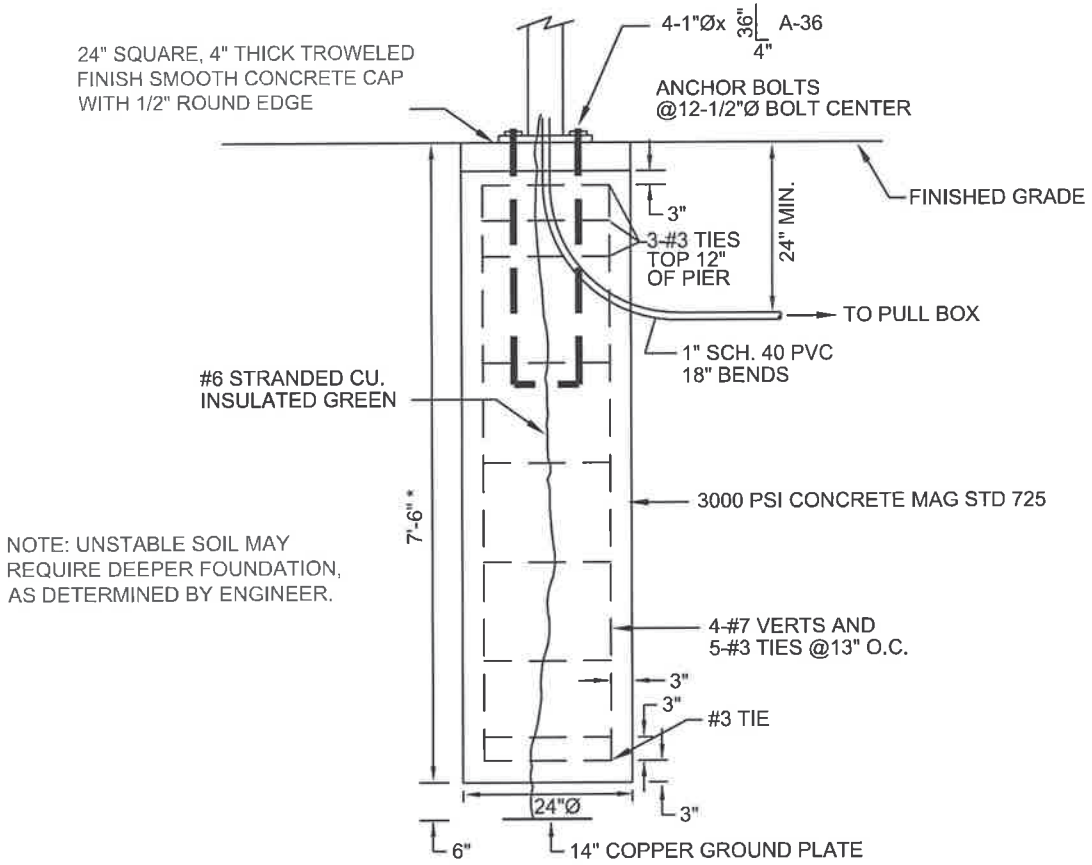
TOWN OF GILBERT REVISED 8/2008	**STREET LIGHT STANDARD** PHOTO CONTROL DETAIL	DETAIL NO. **PC1** NTS



TOWN OF GILBERT	STREET LIGHT STANDARD EMBEDDED POLE DETAIL	DETAIL NO. PF1 NTS
REVISED 8/2008		



TOWN OF GILBERT	STREET LIGHT STANDARD	DETAIL NO.
REVISED 8/2008	EMBEDDED POLE DETAIL (MEDIAN)	PF2 NTS



NOTES:

1. REINF A615 GRADE 60 EXCEPT #3 GRADE 40.
2. TOP OF FOUNDATION SHALL BE FINISHED WITH A SMOOTH SURFACE WITH A 1/2" ROUND EDGE.
3. POLE FOUNDATION SHALL CURE FOR 72 HOURS BEFORE INSTALLING LIGHT POLES.
4. ALL FINISHED POLE FOUNDATIONS SHALL BE AT SIDEWALK GRADE OR TOP OF CURB WHEN IN MEDIAN.
5. ANCHOR BOLTS SHALL BE FULLY GALVANIZED PER ASTM A-135.
6. CONCRETE PLACEMENT SHALL FOLLOW MAG SPECIFICATIONS.
7. DO NOT FREEFALL CONCRETE IN EXCESS OF 5'.
8. A VIBRATOR SHALL BE USED TO DISTRIBUTE CONCRETE & REDUCE AIR VOIDS.
9. MAXIMUM SLUMP SHALL NOT EXCEED 5".
10. CAP SHALL BE POURED SEPARATELY WITH MIN 2500 PSI CONCRETE, MAG STD 725.
11. FOR FUSING & GROUNDING SEE DETAILS FG1 & FG2.
12. *DEPTH OF FOUNDATION SHALL BE VERIFIED BY INSPECTOR PRIOR TO POURING.

GILBERT	STANDARD DETAIL	CONCRETE FOUNDATION DETAIL	APPROVED TOWN ENGINEER	12-11-13 DATE	DETAIL NO. GIL-932